

NOISE ABATEMENT TEAM  
OFFICE OF ENVIRONMENTAL DESIGN  
CITIZENS' CORRESPONDENCE

M - Z

2002

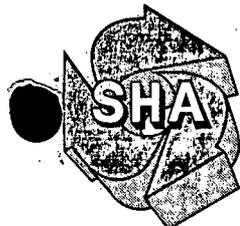
JANUARY THRU DECEMBER

CITIZENS' CORRESPONDENCE

M - Z

2002

M



**Maryland Department of Transportation  
State Highway Administration**

2

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

October 1, 2002

Mr. Gerald Madden  
9604 Cedar Lane  
Bethesda MD 20814-4046

Dear Mr. Madden:

This letter is a follow-up to your recent e-mail message requesting a copy of the State's *Sound Barrier Policy* and the results of the noise level measurements taken in the Parkwood community along the outer loop of I-495 west of Cedar Lane in Montgomery County. I appreciate the opportunity to respond to your inquiry.

As you requested, enclosed is a copy of the State's *Sound Barrier Policy* that went into effect May 11, 1998. You asked what alternatives are available in the event that a barrier is not effective. For Type II sound barriers, if the noise level analysis and the associated sound barrier analysis determine that a sound barrier will not be effective, the sound barrier will not be constructed. The goal of the Type II sound barrier program is to reduce the highway traffic noise levels in the outdoor living space of the residence. In the case where construction of a sound barrier has been determined to not be feasible and the community meets all of the other required technical criteria, SHA has considered the installation of landscape screening or privacy fencing. These measures are used to provide a visual barrier but not one that would reduce the highway traffic noise levels.

Enclosed, also, is detailed information on the sound barrier evaluation for the Parkwood community. Six enclosures are labeled "*Exhibit 1*" through "*Exhibit 4*" and will be discussed in detail. *Exhibit 1* summarizes the noise level measurements that were conducted in the Spring of 2000. The measurement study included measuring of noise levels over 24-hour periods and also for short-term (as short as ten minutes) intervals. The results shown in *Exhibit 1* represent the "worst-case" (highest) noise levels measured at the various listed receptor locations. Four residences (shaded portion of the table) were found to have noise levels at or above the 66 decibel impact threshold.

*Exhibit 2* summarizes the results of the sound barrier study, including the dimensions and anticipated effectiveness of a barrier system for the four residences identified as "impacted" in *Exhibit 1*. This data was also summarized in our February 26, 2002 letter to you. These impacted homes are the closest to I-495 along Parkwood Drive near the intersection at Cedar Lane (approximately 500 to 550 feet from the highway). Sound barriers are most effective for receivers in the areas immediately adjacent to them. As the distance away from the barrier of a given height increases, the amount of noise reduction decreases. For this reason, distant receivers such as those along Parkwood Drive would experience limited benefits from a sound barrier placed along I-495, unless the barrier is: 1) very tall; and 2) extends a substantial distance along the highway.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

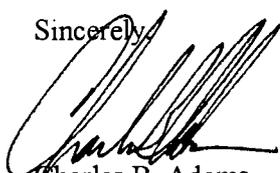
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Gerald Madden  
Page Two

Basic noise reduction principles can be explained by the two enclosed illustrations, labeled *Exhibit 2a* and *Exhibit 2b*. Of particular interest is the bottom illustration on *Exhibit 2a*. The amount of noise reduction by a barrier is related to the extra distance that sound must travel up and over the barrier (the diffracted path) when compared to the direct path. With a "typical" receiver close behind the barrier, the relative difference in the two paths is greater than for more distant receivers. The other factor affecting distant receivers is illustrated in *Exhibit 2b*. The greater the distance behind the barrier the smaller the angle of coverage and thus, the smaller the noise reduction. The only way to increase the noise reduction is to lengthen the barrier along the roadway, thereby increasing the angle of coverage. This ultimately translates into a substantial increase in cost of the barrier system. As a result of these two factors, a sound barrier for the impacted Parkwood Drive residences would be more expensive. *Exhibit 3* shows the required extent of a sound barrier along I-495 to protect the impacted Parkwood community homes.

Finally, *Exhibit 4* presents the results of a supplemental analysis conducted in conjunction with the barrier evaluation. A computer modeling study assessed the contribution of I-495 and Cedar Lane traffic to the overall noise level at the various subject receptors on Parkwood Drive. Only at the home labeled receptor "R-OA" does the influence of Cedar Lane traffic dominate. Therefore, in this instance, the overall noise reduction gained from a sound barrier along I-495 would be limited for those homes along Cedar Lane. In the case of your home at 9604 Cedar Lane, similar results would be expected. The one caution is that the influence from traffic on Cedar Lane would be greatest in the front yard. For a portion of the backyard that would be shielded by the house, the Cedar Lane influence would be somewhat reduced, thereby allowing a limited noise reduction from a barrier analyzed along I-495. However, such a "benefited" area would be confined primarily to the area directly behind the house that cannot be seen from Cedar Lane.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  
  
Charles B. Adams  
Director  
Office of Environmental Design

- Enclosures
- cc: The Honorable Derick P. Berlage, Member, Montgomery County Council
  - The Honorable William E. Bronrott, Member, Maryland House of Delegates
  - The Honorable Brian E. Frosh, Member, Senate of Maryland
  - The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
  - The Honorable Susan C. Lee, Member, Maryland House of Delegates
  - Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
  - Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. Gerald Madden  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 1092

**Responding to letter dated:** Follow-up to 09-01-2002 e-mail message from Mr. Madden to "barrier" requesting a copy of "policy manual for construction of Type I and Type II sound barriers and the alternative solutions in the event the barriers will not be effective"; he also requests a copy of the sound barrier evaluation for the Parkwood community (outer loop I-495, west of Cedar Lane)

Saved: 09/05/02 10:41 AM by: T.E. Severe  
N:\OED\NOISE\CORRESP\2002\MADDENG01.doc

Enclosures:

One copy of *Maryland Department of Transportation State Highway Administration Sound Barrier Policy*, dated May 11, 1998

One copy (each) of:

- EXHIBIT 1** – List of Residences – Parkwood Community (I-495, Capital Beltway)
- EXHIBIT 2** – Barrier Summary Data – Parkwood Community (I-495, Capital Beltway)
- EXHIBIT 2a** – Illustrations showing noise paths and receiver relationships
- EXHIBIT 2b** – Angular coverage and receiver relationships
- EXHIBIT 3** – Parkwood Development – Study Area Highway Noise Analysis Map
- EXHIBIT 4** – Parkwood Development – Total Modeled Noise Level (Cedar Lane)

## EXHIBIT 1

## List of Residences - Parkwood Community (I-495, Capital Beltway)

Receptor Number	Address	Date/Time	Peak Hour Leq Noise Level*	Receptor Impacted (Yes/No)**
R-0A	9601 Parkwood Drive	4/19/00 6:00-7:00	69	Yes
	9603 Parkwood Drive			Yes
	9605 Parkwood Drive			Yes
R-0B	9606 Parkwood Drive	3/22/00 6:00-7:00	69	Yes
	9607 Parkwood Drive			No
	9608 Parkwood Drive			No
	9609 Parkwood Drive			No
	9610 Parkwood Drive			No
R-02	9615 Parkwood Drive	5/11/00 6:55-7:05	62	No
R-01	9616 Parkwood Drive	5/11/00 6:55-7:05	64	No
R-0D	9621 Parkwood Drive	4/19/00 6:00-7:00	59	No
R-0C	9622 Parkwood Drive	4/19/00 6:00-7:00	61	No
R-03	9626 Parkwood Drive	5/11/00 6:55-7:05	62	No
R-04	9635 Parkwood Drive	5/11/00 6:55-7:05	62	No
R-0E	9638 Parkwood Drive	4/19/00 6:00-7:00	62	No
R-07	9710 Parkwood Drive	5/11/00 7:35-7:45	63	No
R-0H	9800 Parkwood Drive	5/1/00 6:00-7:00	59	No
R-0G	9811 Parkwood Drive	5/1/00 6:00-7:00	52	No
R-09	9816 Parkwood Drive	5/11/00 7:35-7:45	60	No
R-10	9819 Parkwood Drive	5/11/00 7:35-7:45	60	No
R-11	9905 Parkwood Drive	5/11/00 7:35-7:45	58	No
R-12	9912 Parkwood Drive	5/11/00 7:35-7:45	59	No
R-06	9802 Wildwood Road	5/11/00 7:35-7:45	59	No
R-05	4520 Amherst Lane	5/11/00 7:35-7:45	57	No
R-0F	4525 Amherst Lane	5/1/00 6:00-7:00	58	No
R-08	4623 Roxbury Drive	5/11/00 7:35-7:45	60	No

\* - Based on worst-case measured noise levels

\*\* - Those with noise levels at 66 decibels or more (including any portion of subject property)

### Parkwood Community (I-495, Capital Beltway)

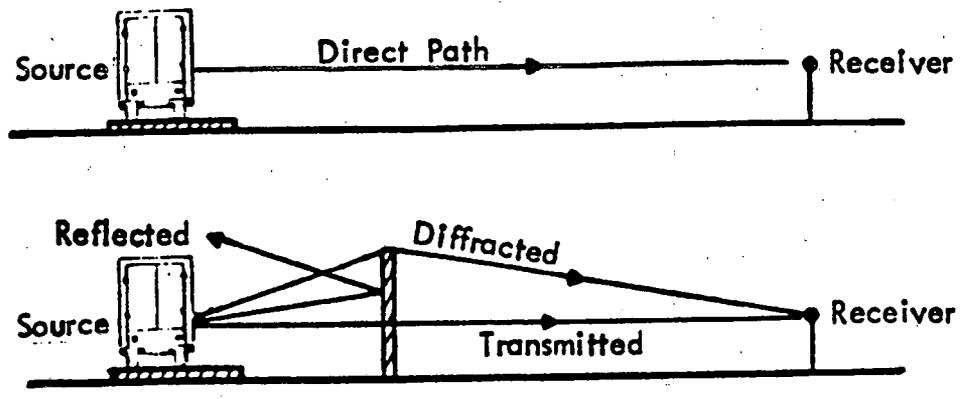
#### Barrier Summary Data

Description	Length	Avg. Height	Cost (@ \$16.54/s.f.)	# Residences Benefited	Cost Per Residence
Provide design goal of 10 dBA IL (noise reduction)*	2300	24	\$913,000	12	\$76,100

\* Alignment along shoulder of I-495 from approx. 500 feet east, to approx. 1800 feet west of Cedar Lane

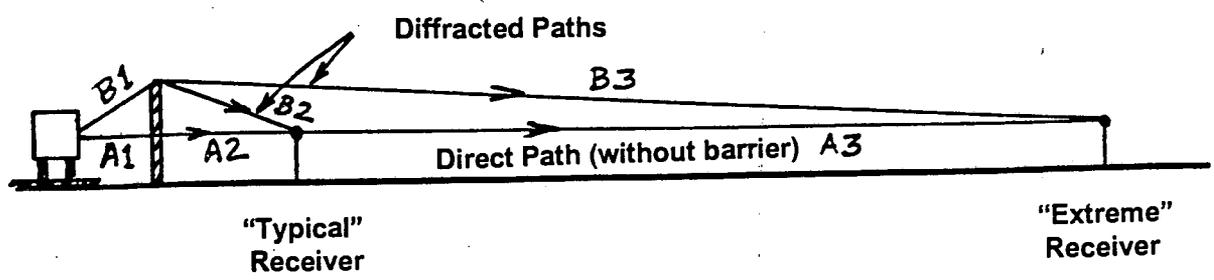
EXHIBIT 2

### EXHIBIT 2a



### 1. ALTERATION OF NOISE PATHS BY A BARRIER

Note: Transmitted and reflected noise paths are insignificant contributors to the overall noise at the receiver.

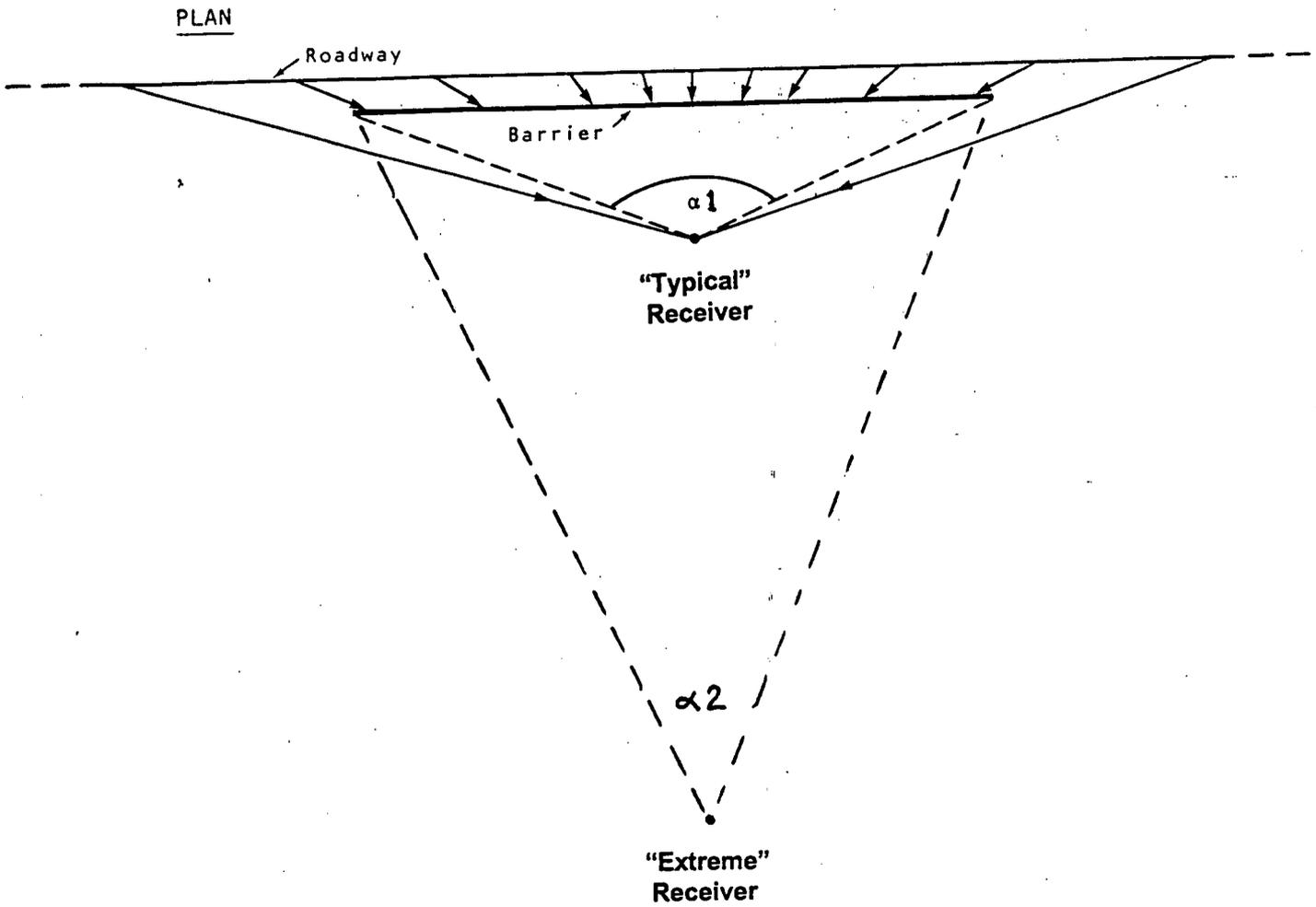


### 2. RECEIVER POSITION AND NOISE PATH DISTANCE RELATIONSHIPS

Typical receiver :  $B1 + B2 > A1 + A2$

Extreme receiver:  $B1 + B3 \approx A1 + A2 + A3$

# EXHIBIT 2b



ANGLE " $\alpha 1$ "  $\gg$  ANGLE " $\alpha 2$ "  
Barrier effectiveness is greater at "typical" receiver than at "extreme" receiver



END BARRIER

Benefited residences

END BARRIER



**LEGEND**

- R-24 ● 24 HOUR MONITORING LOCATION
- R-12 ● SHORT-TERM MONITORING LOCATION
- ▨ IMPACTED RESIDENCE
- 65 PEAK NOISE HOUR READING
- 66 dBA CONTOUR (ESTIMATED)

DATE: JULY 17, 2000  
 PREPARED FOR: MARYLAND SHA  
 PREPARED BY: SKELLY & LOY, INC.

**PARKWOOD DEVELOPMENT**

**STUDY AREA HIGHWAY NOISE ANALYSIS MAP**

**MAP 3**

SCALE: 1"=300'

EXHIBIT 4

**R-0C**  
61.4 (41.8 Cedar/61.4 I-495)

**R-0D**  
57.8 (52.0 Cedar/56.5 I-495)

**R-01**  
63.9 (45.6 Cedar/63.8 I-495)

**R-02**  
62.2 (54.1 Cedar/61.4 I-495)

**R-0B1**  
65.2 (44.5 Cedar/65.1 I-495)

63.4 (58.7 Cedar/61.6 I-495)

**R-0B3**

**R-0B**  
67.2 (54.3 Cedar/67.0 I-495)

**R-0B2**  
65.1 (48.8 Cedar/64.6 I-495)

**R-0A**  
70.1 (67.5 Cedar/66.5 I-495)

Parkwood Drive

CEDAR LANE

■ Impacted Receptor

Total Modeled Noise Level ( Cedar Lane Contribution/ I-495 Contribution)

Parkwood  
Concurrence Memorandum

MD SHA Noise Abatement Team Cedar Lane Traffic Noise Contribution PARKWOOD DEVELOPMENT	
Version: 0.001	MD SHA
Job No.	Scale

11

**From:** <BasiaMM@aol.com>  
**To:** <barrier@sha.state.md.us>  
**Date:** 9/1/02 10:22AM  
**Subject:** NOISE ABATEMENT POLICY

TO WHOM IT MAY CONCERN:

I AM INTRESTED IN OBTAINING YOUR POLICY MANUAL FOR THE CONSTRUCTION OF TYPE I AND TYPE II SOUND BARRIERS AND THE ALTERNATIVE SOLUTIONS IN THE EVENT THE BARRIERS WILL NOT BE EFFECTIVE. IN THIS REGARD, I WOULD ALSO APPRECIATE A COPY OF THE SOUND BARRIER EVALUATION OF THE PARKWOOD COMMUNITY(I495WEST OF CEDAR LANE IN MONTGOMERY COUNTY). THIS WILL BE THE THIRD REQUEST FOR THIS INFORMATION.

SHOULD OUR COMMUNITY BE CONSIDERED A RESOURCE IN RESPECT TO SCEA BECAUSE OF THE NOISE LEVEL EFFECTING THE QUALITY OFLIFE ISSUE.

GERARD

MADDEN

9604 CEDAR LANE  
BETHESDA, MD 20814  
301-897-3814

Customer Info. View for 2001

Tuesday, September 03, 2002 11:02 AM

TSevere

12

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1092	F-10	12/11/1995		MADDEN	Gerald	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
9604	Cedar Lane	MO	Bethesda	20814-4046		

Elected Official whom has communicated directly to us on this custome					
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY		
	301-897-3814	BasiaMM@aol.com	Parkwood		
Logical Project Limits	ROADWAY:	I-495	BarrierName		

outer loop I-495 between Cedar La and Rockville Pike (MD 355)

RESPONSE	INQUIRY	2nd Contact
	3-15-02 would like copy of noise report for Parkwood	
Last Contact	Researcher:	Primary SHA Contact
09/01/2002		Natalie

FILE LOCATIO	OTHER	Current committmen	Construction Projects

Do we owe a letter?	Letter Commit due date:	Reason Letter is Late
LAST action	Letter signed date	

9-1-02 Mr. Madden e-mailed "barrier"; requests copy of "policy manual for construction of Type I & II barriers & alternative solutions if barrier not effective; wants copy of noise report; this is 3rd request for noise report

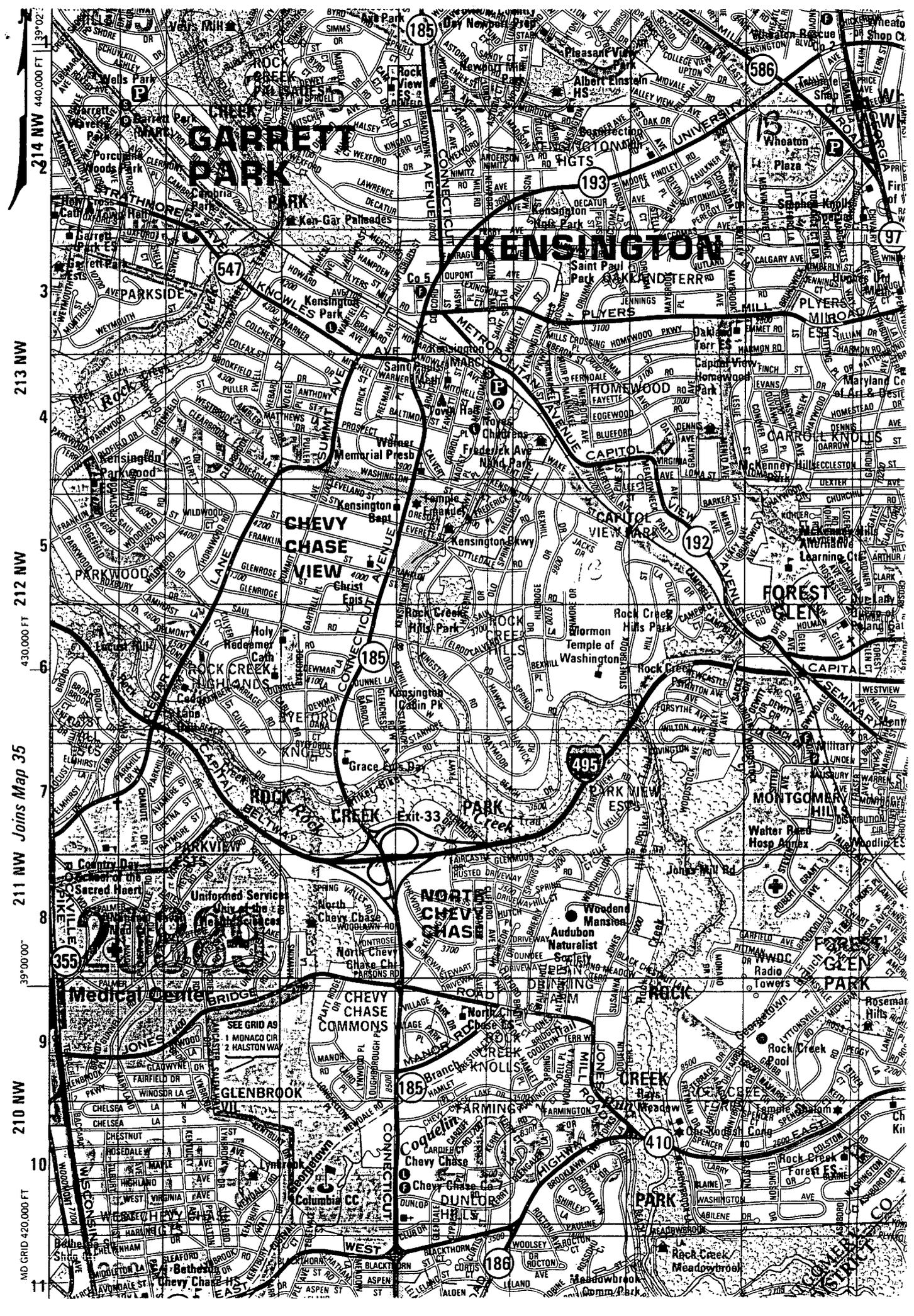
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

08/2000 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William Bronrott; Marilyn Goldwater; Susan C. Lee; MO Ccnl. Derick P. Berlage 3/15 & 3/18/02 Mr. Madden e-mailed OED/NAT to request copy of noise report for Parkwood community 02-26-2002 Mr. Madden was part of merge letter sent to Parkwood residents in this database that indicated the noise study was completed and that 3-4 homes near intersection of Parkwood Drive & Cedar Lane were impacted by 66 dBA or greater; also determined that one of the homes was influenced by traffic noise from Cedar Lane; total of 12 homes would benefit from a barrier but cost-per-residence was \$76,100; estimated cost of barrier (posts, panels & foundations) was \$913,000; community not eligible because \$50,000 (maximum) cost-per-residence criterion is exceeded.

Comment Journal, and letter hyperlinks

Consultant Fir 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**



214 NW 440,000 FT 39° 02' 00" W

213 NW

212 NW 430,000 FT

211 NW Joins Map 35

39° 00' 00" W

210 NW 420,000 FT

11

Garrett Park

Rock Creek Park

Kensington

Chevy Chase View

Forest Glen

North Chevy Chase

Medical Center

Rock Creek Parkway

Connecticut Avenue

185

495

547

586

97

193

192

355

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410

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Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

[Go Back](#)  
[View Map](#)  
[New Search](#)

Account Identifier: District - 13 Account Number - 01143800

**Owner Information**

Owner Name: MADDEN, GERALD Use: RESIDENTIAL  
Principal Residence: YES  
Mailing Address: 9604 CEDAR LA Deed Reference: 1) /10725/ 287  
BETHESDA MD 20814 2)

**Location & Structure Information**

Premises Address: 9604 CEDAR LA Zoning: R60 Legal Description: PARKWOOD 4811/183  
BETHESDA 20814

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
HP22			45		A	3	80	Plat Ref:
Special Tax Areas			Town Ad Valorem Tax Class					
			38					
Primary Structure Built			Enclosed Area	Property Land Area		County Use		
1946			1,912 SF	7,404.00 SF		111		
Stories	Basement		Type			Exterior		
2	YES		STANDARD UNIT			BRICK		

**Value Information**

	Base Value	Value As Of	Phase-In Assessments	
			As Of	As Of
Land:	61,400	01/01/2001	07/01/2002	07/01/2003
Improvements:	256,060	98,800		
Total:	317,460	283,880		
Preferential Land:	0	382,680	360,940	382,680
		0	0	0

**Transfer Information**

Seller: Date: 10/09/1992 Price: \$222,500  
Type: IMPROVED ARMS-LENGTH Deed1: /10725/ 287 Deed2:  
Seller: Date: Price:  
Type: Deed1: Deed2:  
Seller: Date: Price:  
Type: Deed1: Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
Exempt Class:

Special Tax Recapture:

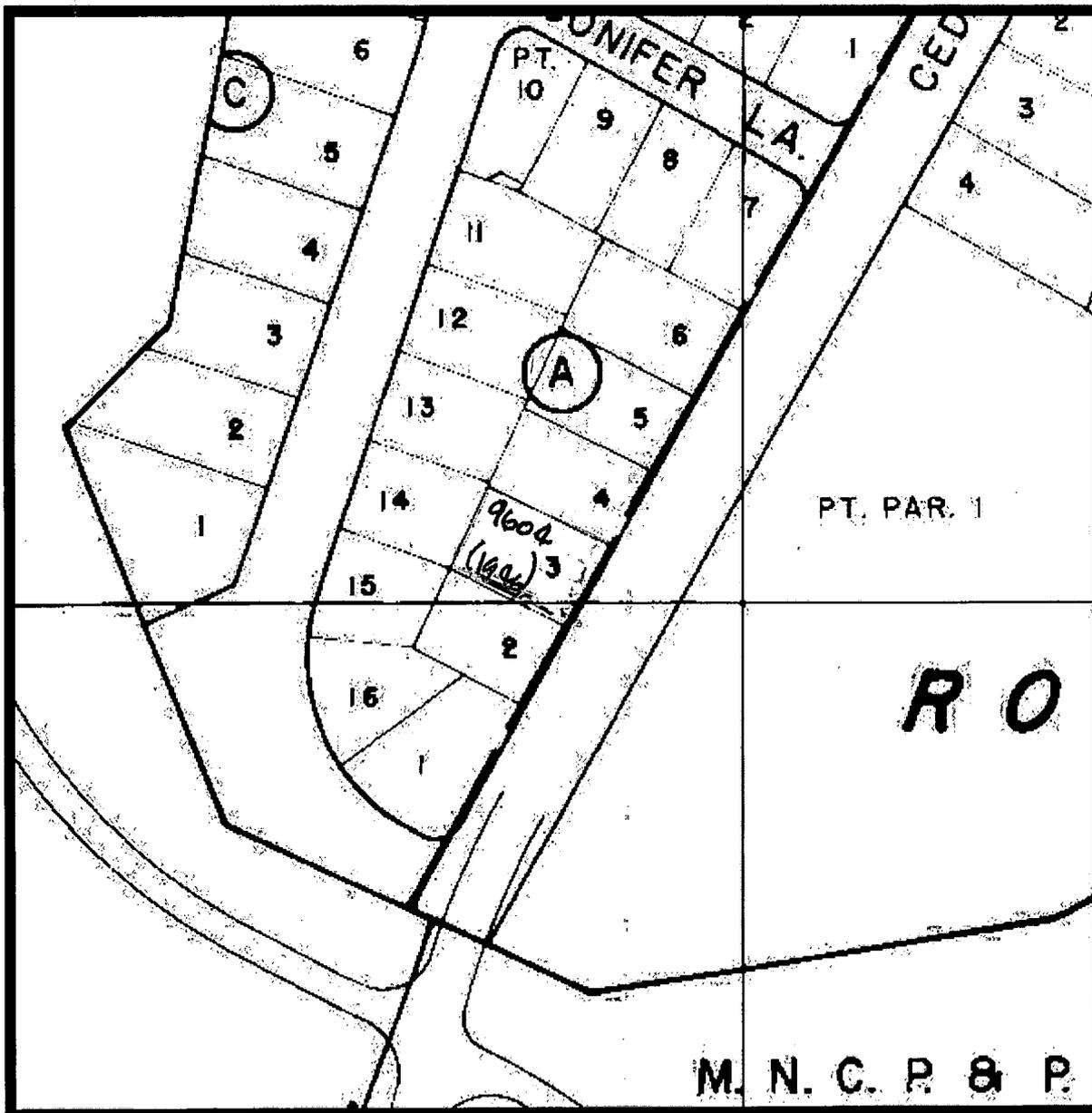
\* NONE \*



Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

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District - 13 Account Number - 01143800



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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

16

January 2, 2002

Ms. Helene M. Maher  
6187 Karas Walk  
Elkridge MD 21075-5557

Dear Ms. Maher:

This letter is a follow-up to your recent e-mail message to Howard County Executive James N. Robey regarding highway traffic noise near your home in the Melbourne Estates community along northbound I-95 between MD 100 and Ducketts Lane in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. Since I-95 has not been expanded in this area since its original construction, our Type I program does apply.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and an effective barrier must be able to be built for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

The State Highway Administration has evaluated the portion of northbound I-95 from MD 100 to Montgomery Road to determine its eligibility for sound barriers under the Type II program outlined above. Our evaluation included the Hunt Club Estates and Duckeys Run communities and determined that the older segment of the Hunt Club Estates community, which was constructed before 1971, meets the technical criteria for a Type II sound barrier. Howard County has agreed to fund 20 percent of this sound barrier's cost. The sound barrier will be adjacent to northbound I-95, starting just south of Hunt Club Road, and will end at Montgomery Road. Based on our evaluation, homes in the communities south of Hunt Club Road (the post-1971 portion of Hunt Club Estates and the Duckeys Run communities, as well as the Melbourne Estates community) were built after the 1971 opening date for I-95 and are not eligible for consideration for our Type II program. The sound barrier project for the older portion of Hunt Club Estates is funded but not yet under design. Construction is tentatively scheduled to begin in the Fall of 2004. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Helene M. Maher  
Page Two

Since you indicated that you are considering sound proofing your home, you may wish to investigate a product for your home. We received information from a company located in California that is marketing "Soundproof Windows." The company name is "Soundproof Windows" and their Internet address is [www.soundproofwindows.com](http://www.soundproofwindows.com). They also have a toll-free telephone number, 1-877-438-7843.

Thank you for your inquiry and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,  
  
Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Mr. James M. Irvin, Director, Howard County Department of Public Works
- The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
- The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
- The Honorable Christopher Merdon, Member, Howard County Council
- The Honorable Donald E. Murphy, Member, Maryland House of Delegates
- The Honorable James N. Robey, Howard County Executive
- Ms. Karen Watkins, Howard County Department of Public Works

Ms. Helene M. Maher  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None  
**OED Serial#:** None  
**Noise Customer #:** 2523  
**Responding to letter dated:** Follow-up to 12-27-2001 e-mail message from Ms. Karen Watkins, HO Co DPW, to Mr. Charles Adams forwarding Ms. Maher's highway traffic noise concerns to Co Exec. Robey thru Mr. James Irvin, Director of HO Co DPW  
**Saved:** 12/28/01 10:46 AM by: T.E. Severe  
**N:\OED\NOISE\CORRESP\2002\MAHERHM01.doc**

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

19

**From:** CHARLES ADAMS  
**To:** JIM HADE; TSevere  
**Date:** 12/28/01 7:40AM  
**Subject:** [Fwd: [Fwd: Fw: QUESTIONS FROM THE HOME PAGE]]

Please respond to Ms. Maher with a copy to Karen Watkins.

DPW

Thanks

Charlie

20

**From:** Karen Watkins <kwatkins@co.ho.md.us>  
**To:** <cadams@sha.state.md.us>  
**Date:** 12/27/01 4:15PM  
**Subject:** [Fwd: [Fwd: Fw: QUESTIONS FROM THE HOME PAGE]]

I am writing to you to request your assistance in responding to the attached recent email that the County Executive received concerning road noise for I95.

I would like to request that you make the appropriate review and noise measurements and then discuss your findings with Ms. Maher.

Sincerely,

James M. Irvin

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**From:** Jim Irvin <jirvin@co.ho.md.us>  
**To:** <kwatkins@co.ho.md.us>  
**Date:** 12/27/01 1:57PM  
**Subject:** [Fwd: Fw: QUESTIONS FROM THE HOME PAGE]

--  
James M. Irvin, Director  
Department of Public Works  
Howard County Government  
3430 Court House Drive  
Ellicott City, MD 21043  
(410) 313-4401  
jirvin@co.ho.md.us

17

From: "Jim Robey" <jnrobey@co.ho.md.us>  
To: <jirvin@co.ho.md.us>  
Date: 12/26/01 8:37AM  
Subject: Fw: QUESTIONS FROM THE HOME PAGE

Please reply to Peggy Maher.

----- Original Message -----

To: <jnrobey@co.ho.md.us>  
Sent: Monday, December 24, 2001 5:41 AM  
Subject: QUESTIONS FROM THE HOME PAGE

> Below is the result of your feedback form. It was submitted by  
> () on Monday, December 24, 2001 at 05:41:17

> -----

> -

>

> Name: Helene "Peggy" Maher

>

> -----: -----

>

> Addr1: 6187 Kara's Walk

>

> City: Elkridge

>

> State: MD

>

> Zip: 21075

>

> -----: -----

>

> Country: US

>

> Telephone: 410-796-0012

>

> Fax: 410-379-1531

>

> Email: maher@erols.com

>

> -----: -----

>

> ExecQues: Please help us!! My neighbors and I are sleepless in Elkridge.

Since the Troy Hill Industrial Park has been built, the noise from I-95 and the dumpster's being emptied between 1-4 AM have been unbearable. None of us can get a good night's sleep.

>

> My husband and I have tried planting trees, buying heavier drapes, wall hangings and are now considering sound-proofing our house which is only seven years old. When we built our house, we knew I-95 was close by and had no problem with the noise level (we moved from Kara's Walk so we were experienced). Even when homes were built on Duckey's Run, the noise was manageable, but when the land was cleared and Troy Hill was under construction the noise became louder and louder to the level it has been for the past year - unbearable!! The 95 traffic and industrial park noise echos off the the warehouses and right into our homes.

>

23

> Except for the noise, Troy Hill is a fine neighbor. I don't think there are many people in Howard County who would say this about an industrial park as a neighbor. We know the industrial park is good for the economic development of our County and will generate additional revenue. We hope that Howard County will help Melbourne Estates with our noise problems so we can get some sleep and once again enjoy living in our homes!!!!

>

> We invite you to come into our homes to test the noise levels so you can better understand our situation. We are certain once you experience for one night what we have experienced for more than a year - you will feel compelled to help us.

>

> Thanks very much. Have a wonderful holiday!

>

>

>

> RespondHow: Email

>

> -----

>

>

>

Customer Info. View for 2001

Friday, December 28, 2001 09:25 AM

TSevere

24

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2523		12/28/2001	E-mail	MAHER	Mrs. Helene M. (Peggy)	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
6187	Karas Walk	HO	Elkridge	21075-5557	private	
Elected Official whom has communicated directly to us on this custome			HO Co Exec James N. Robey; Mr. James M. Irvi			
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
FAX 410-379-1531	410-796-0012	maher@erols.com	Melbourne Estates			
Logical Project Limits	ROADWAY	I-95	BarrierName			

NB I-95 north of MD 100 to Ducketts Lane

RESPONSE	INQUIRY	2nd Contact
	I-95 now too noisy; wants noise relief	
Last Contact	Researcher	Primary SHA Contact
12/28/2001		

FILE LOCATIO	OTHER	Current committmen	CBA	Construction Projects
Do we owe a letter?	Letter Commit due date:	01/11/2002	Reason Letter is Late	
<input checked="" type="checkbox"/>	Letter signed date		n/a	

LAST action | 12-28-01 Ms. Maher's e-mail message to Co Ex Robey forwarded to OED/NAT by Mr. James Irvin's office



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

12/2001 EO's Dist. 12A Sen. Edward J. Kasemeyer; Dels. James E. Malone, Jr.; Donald E. Murphy; HO Cncl Christopher Merdon CC's to include Co Exec James N. Robey; Mr. James M. Irvin, HO Co Director of Dept. of Public Works

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Ibase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD

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Real Property  
Information

Maryland Department of Assessments and Taxation  
Real Property System

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HOWARD COUNTY

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Page 1 of 1

*Click on the Owner's Name to select:*

Owner Name	Account Number	Street Location	OCC	Map	Parcel
<a href="#">GLEN COVE COMMUNI</a>	1401210734	S KARAS WALK	N	37	633
<a href="#">MELBOURNE ESTATES</a>	1401242873	SE KARAS WALK	N	37	106
<a href="#">LAM HUE LE</a>	1401210726	6100 N KARAS WALK	H	37	633
<a href="#">JENSEN STEVE B</a>	1401210505	6103 SE KARAS WALK	H	37	633
<a href="#">DUONG CUONG V</a>	1401210718	6104 N KARAS WALK	H	37	633
<a href="#">POPP MICHAEL D</a>	1401210513	6107 S KARAS WALK	H	37	633
<a href="#">LAM QUI</a>	1401210696	6108 N KARAS WALK	H	37	633
<a href="#">WILCOX DAVID J</a>	1401210521	6111 S KARAS WALK	H	37	633
<a href="#">ROZANSKI ALBERT S</a>	1401210688	6112 N KARAS WALK	H	37	633
<a href="#">PERVOLA FRANK S J</a>	1401210548	6115 S KARAS WALK	H	37	633
<a href="#">BURKE WILLIAM P</a>	1401210661	6116 N KARAS WALK	H	37	633
<a href="#">OLSEN WILLIAM T</a>	1401210556	6119 S KARAS WALK	H	37	633
<a href="#">WONG CHI KIN</a>	1401210653	6120 N KARAS WALK	H	37	633
<a href="#">DEVLIN THOMAS P J</a>	1401210564	6123 S KARAS WALK	H	37	633
<a href="#">WOOD RONALD W</a>	1401210645	6124 N KARAS WALK	H	37	633
<a href="#">ROONEY DENA M</a>	1401210572	6127 S KARAS WALK	H	37	633
<a href="#">CASPAR LISA LYNN</a>	1401210637	6128 N KARAS WALK	H	37	633
<a href="#">KRESAN MICHAEL J</a>	1401210580	6131 S KARAS WALK	H	37	633
<a href="#">WILLIAMS JENNIFER</a>	1401210629	6132 N KARAS WALK	H	37	633
<a href="#">HARGER EDWIN S II</a>	1401210599	6135 S KARAS WALK	H	37	633
<a href="#">KOERNER CHARLES P</a>	1401210610	6136 N KARAS WALK	H	37	633
<a href="#">KANG EUI SOON</a>	1401227645	6139 S KARAS WALK	H	37	106
<a href="#">ALLIS RAYMOND G</a>	1401210602	6140 N KARAS WALK	H	37	633
<a href="#">MACE MYRA A</a>	1401227637	6143 S KARAS WALK	H	37	106
<a href="#">JONES MARK B</a>	1401227548	6144 N KARAS WALK	H	37	106
<a href="#">JEFFREYS MICHAEL</a>	1401227629	6147 SE KARAS WALK	H	37	106
<a href="#">GUY ANN K</a>	1401227556	6148 N KARAS WALK	H	37	106
<a href="#">PLAPP TRACIE L</a>	1401227564	6152 N KARAS WALK	H	37	106
<a href="#">DAGLEY PEGGY J</a>	1401227610	6155 SE KARAS WALK	H	37	106
<a href="#">PERKINS CHARLES R</a>	1401227572	6156 NW KARAS WALK	H	37	106
<a href="#">ROMANOFF DEREK B</a>	1401227580	6160 NW KARAS WALK	H	37	106
<a href="#">LAFROMBOISE RONAL</a>	1401242628	6163 SE KARAS WALK	H	37	106
<a href="#">NEGLEY SALLY A</a>	1401227599	6164 NW KARAS WALK	H	37	106
<a href="#">WILLIAMS ANDREW J</a>	1401242636	6167 SE KARAS WALK	H	37	106
<a href="#">PAPE DARRIN J</a>	1401227602	6168 NW KARAS WALK	H	37	106
<a href="#">KLINE PATSY J</a>	1401242644	6183 SE KARAS WALK	H	37	106
<a href="#">HOWELL CLEMENT</a>	1401242725	6184 N KARAS WALK	H	37	106

<u>MAHER WILLIAM J I</u>	1401242652	6187 SE KARAS WALK	H	37	106
<u>AMARO BERTALINO R</u>	1401242717	6188 N KARAS WALK	H	37	106
<u>FRIEND JAMIEE L</u>	1401242709	6192 SW KARAS WALK	H	37	106
<u>CLARK PHILIP R</u>	1401242660	6193 S KARAS WALK	H	37	106
<u>BROWNELL DANIEL S</u>	1401242695	6196 SW KARAS WALK	H	37	106
<u>NAIMASTER EDWARD</u>	1401242679	6197 SW KARAS WALK	H	37	106
<u>COLEMAN RANDY N</u>	1401242687	6200 W KARAS WALK	H	37	106

---

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 <p><b>Real Property Information</b></p>	<p>Maryland Department of Assessments and Taxation <b>Real Property System</b></p>
---	--

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HOWARD COUNTY

[\[Start Over\]](#)

DISTRICT: 01 ACCT NO: 242652

**Owner Information**

Owner Name: MAHER WILLIAM J III Use: RESIDENTIAL  
 MAHER HELENE M  
 Mailing Address: 6187 KARAS WALK Principal Residence: YES  
 ELKRIDGE MD 21075-5557

**Transferred**

From: LOVELL REGENCY HOMES LIMITED PARTS Date: 08/09/1995 Price: \$215,535

Deed Reference: 1) / 3541/ 16 Special Tax Recapture:  
 2) \* NONE \*

Tax Exempt: NO

**Location Information [\[View Map\]](#)**

Premises Address: 6187 SE KARAS WALK ELKRIDGE 21075  
 Zoning: R12  
 Legal Description: LOT 46 .2810 A  
 6187 KARAS WALK  
 MELBOURNE ESTATES S1 A 3

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:	9577
37	12	106				46	82	Plat Ref:	

Special Tax Areas  
 Town:  
 Ad Valorem: A/V, METRO FIRE TAX  
 Tax Class:

**Primary Structure Data**

Year Built:	Enclosed Area:	Property Land Area:	County Use:
[ 1995 ]	2,938 SF	12,239.00 SF	

**Value Information**

	Base Value	Current Value	Phase-In Value	Phase-in Assessments	
		As Of	As Of	As Of	As Of
		01/01/2000	07/01/2002	07/01/2001	07/01/2002
Land:	57,230	66,230			
Impts:	154,980	146,290			
Total:	212,210	212,520	212,520	212,416	212,520
Pref Land:	0	0	0	0	0

**Partial Exempt Assessments**

	Code	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

[\[Go Back\]](#) [\[Start Over\]](#)

DIST. 12A Sen. Ed. J. Kasemgar Ho CO - Christopher Markon  
 Dels. James E Malone Jr  
 Donald E. Murphy

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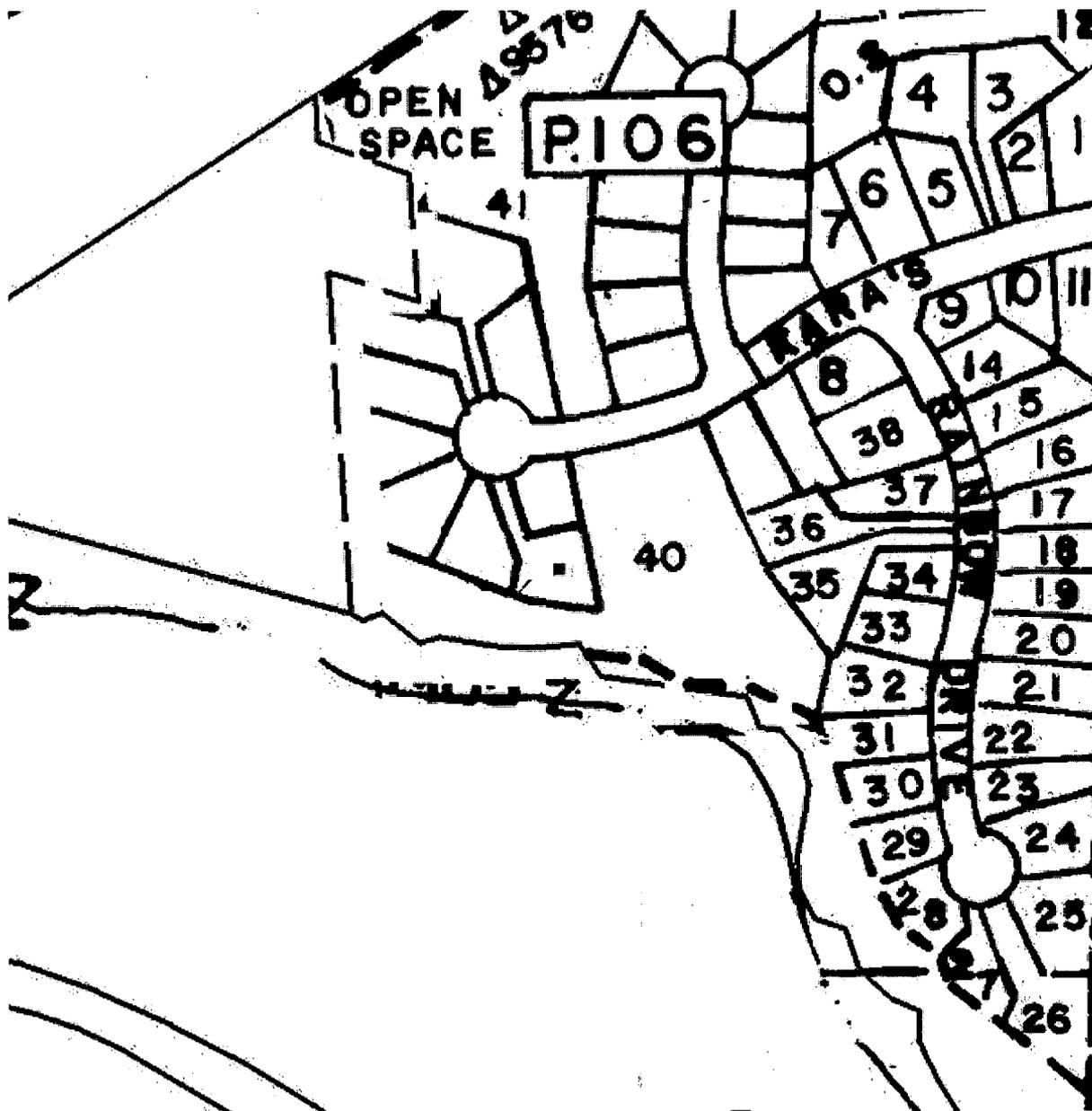
Real Property Information

Maryland Department of Assessments and Taxation  
Real Property System

[Go Back]

Account ID : 1401242652

[Zoom In]



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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

October 30, 2002

Mr. and Mrs. Charles McNair  
10629 Gorman Road  
Laurel MD 20723

Dear Mr. and Mrs. McNair:

Thank you for your recent e-mail to Mr. Douglas Evans, Project Engineer for the State Highway Administration's (SHA) interchange project at US 29 and Hopkins/Gorman Road. You had apparently forwarded your e-mail to Delegate Frank S. Turner who, in turn, had forwarded it to Transportation Secretary John D. Porcari. This response is therefore directed not only to you, but also to Delegate Turner on the Secretary's behalf. And, as I understand that you have also been discussing this matter with Delegate Shane Pendergrass, I am providing a copy to her as well as to Delegate Turner.

First, please accept my apologies for the difficulty that you experienced in determining the reason for the disturbance to the easement adjacent to your property. My staff has since visited the site and determined that the disturbance is a device that controls sediment and erosion. It is intended to keep runoff from contaminating nearby waterways. The device is called a slope silt fence, and it will be removed when the work in the area is complete. There are no further plans to disturb the section of SHA right-of-way next to your property.

In your e-mail message to Mr. Evans, you also asked about the configuration of the interchange and why SHA did not consider options that would have affected your neighborhood less dramatically. Please be assured that we did consider many options in our quest to provide an interchange that would alleviate significant delay for motorists on US 29. Our goal is always to develop safe and cost-effective solutions that minimize adverse impacts to residents, businesses, and the environment.

At a public meeting in January 1998, SHA staff unveiled several new interchange studies. The goal of these studies was to reevaluate the interchange concept that had been selected in 1987. The new studies also accounted for changing growth and traffic demands in the US 29 corridor. Each of the new alternates required less land, and had less impact to wetlands and forests, than did the 1987 option.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. and Mrs. Charles McNair  
Page Two

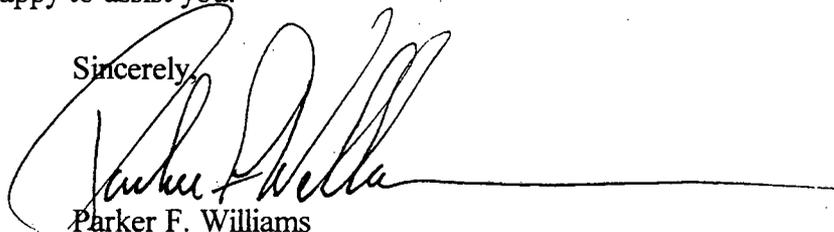
In determining what properties, if any, would qualify for a sound barrier, we modeled future noise levels for several locations near the relocated portion of Gorman Road. Only the Huntington property qualified for a barrier. Ultimately, Mr. Huntington chose to forego a barrier in favor of a smaller screen wall, which is what SHA built. It is worth noting, however, that had we built a sound barrier for Mr. Huntington, it would not have reduced the lower levels of highway traffic noise that you experience at your home.

In contrast to Mr. Huntington's situation, your home is located near a portion of Gorman Road that was not relocated, and the ultimate capacity of the highway was not changed. Your home therefore did not qualify for a sound barrier. I have enclosed our brochure, "Community Resource Guide on Sound Barriers," which you may find helpful in understanding the criteria that govern our Sound Barrier Program.

Although we are unable to provide a barrier for you, we have been able to provide for landscaping of the SHA easement, which lies between your property and the roadway. This landscaping includes two willow oaks, two sweet gums, and a green ash. Although these trees will be small at first, we trust that, over time, they will provide additional screening for your property.

Thank you again for sharing your concerns with us. If you need further assistance, please do not hesitate to contact Mr. Evans at 410-545-8827, 1-800-228-4955 or, via e-mail, at [devans1@sha.state.md.us](mailto:devans1@sha.state.md.us). He will be happy to assist you.

Sincerely,



Parker F. Williams  
Administrator

Enclosure

- cc: Mr. Douglas Evans, Project Engineer, State Highway Administration
- The Honorable Shane E. Pendergrass, Maryland House of Delegates
- The Honorable John D. Porcari, Secretary, Maryland Department of Transportation
- The Honorable Frank S. Turner, Maryland House of Delegates

Mr. and Mrs. Charles McNair  
Page Three

- bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- James Hade, RLA, Noise Team Leader, State Highway Administration
- Mr. Kirk G. McClelland, Director of Highway Development, State Highway Administration
- Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director of Environmental Design, State Highway Administration
- Mr. Ted Severe, Noise Team, State Highway Administration
- Mr. Dan Uebersax, Chief of Landscape Architecture, State Highway Administration
- Ms. Sherry Varner, Correspondence Manager, Maryland Department of Transportation

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to Mr. McNair's e-mail to Del. Turner, who, in turn, e-mailed MDOT Sec. Porcari; Mr. McNair also contacted Del. Pendergrass

Saved: 11/04/02 10:22 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\McNAIRC01.doc

FILE - HO CO - US 29  
HOPKINS/GORMAN RD

33

**From:** JIM HADE  
**To:** TED SEVERE  
**Date:** 10/4/02 12:53PM  
**Subject:** Fwd: issues re Hopkins Gorman Rd interchange project

Ted:

Can you please get me a location for this property owner, and look him up in the Noise report so that we may answer Claire's questions. I remember dealing with Mr. Huntington. There should be a green vote card in the file... please tell me what it indicates, and if we had any other formal correspondence with him.

Thanks  
Jim

>>> CHARLES ADAMS 10/04/02 11:14AM >>>  
Jim, please respond to Claire's questions.  
Thanks, Charlie

>>> "Claire DeBakey" <[c.debakey@worldnet.att.net](mailto:c.debakey@worldnet.att.net)> 10/03/02 06:44PM >>>  
Gentlemen,

A citizen wrote in about several concerns on this project, and it appears that the OHD project manager drafted the reply. It is my understanding that Kirk had approved it, but I have several questions:

1. [Clipped]

2) Charlie, I am curious about the concrete screen vs. sound barrier issue described further on in the letter. Are we saying that this house, by itself, qualified for a full-blown sound barrier? Does that mean that all criteria were met . . . e.g., including cost (a total barrier for less than \$50,000)? Also, does the concrete screen actually reduce sound, or is it a device to block what a homeowner considers to be an ugly view? I didn't think that we were using the S.B. Program for anything other than to reduce noise. And why doesn't the other house qualify? The original version suggested that we were willing to provide something-less-than-sound-relief because the owner of a qualifying home preferred to visual screen instead, and that we were happy to make the switch because it would cost us less. Please let me in on the background here.

Thanks,

Claire

**CC:** CHARLES ADAMS; CLAIRE DEBAKEY; DAN UEBERSAX; KEN POLCAK; NICOLE ROSS

34

**From:** CLAIRE DEBAKEY  
**To:** JIM HADE; TED SEVERE  
**Date:** 10/4/02 1:34PM  
**Subject:** Re: Fwd: issues re Hopkins Gorman Rd interchange project

Thanks!

>>> JIM HADE 10/04/02 12:53PM >>>

Ted:

Can you please get me a location for this property owner, and look him up in the Noise report so that we may answer Claire's questions. I remember dealing with Mr. Huntington. There should be a green vote card in the file... please tell me what it indicates, and if we had any other formal correspondence with him.

Thanks  
Jim

>>> CHARLES ADAMS 10/04/02 11:14AM >>>

Jim, please respond to Claire's questions.  
Thanks, Charlie

>>> "Claire DeBakey" <[c.debakey@worldnet.att.net](mailto:c.debakey@worldnet.att.net)> 10/03/02 06:44PM >>>

Gentlemen,

A citizen wrote in about several concerns on this project, and it appears that the OHD project manager drafted the reply. It is my understanding that Kirk had approved it, but I have several questions:

1. [Clipped]

2) Charlie, I am curious about the concrete screen vs. sound barrier issue described further on in the letter. Are we saying that this house, by itself, qualified for a full-blown sound barrier? Does that mean that all criteria were met . . . e.g., including cost (a total barrier for less than \$50,000)? Also, does the concrete screen actually reduce sound, or is it a device to block what a homeowner considers to be an ugly view? I didn't think that we were using the S.B. Program for anything other than to reduce noise. And why doesn't the other house qualify? The original version suggested that we were willing to provide something-less-than-sound-relief because the owner of a qualifying home preferred to visual screen instead, and that we were happy to make the switch because it would cost us less. Please let me in on the background here.

Thanks,

Claire

**CC:** CHARLES ADAMS; DAN UEBERSAX; KEN POLCAK; NICOLE ROSS

35

**From:** "Claire DeBakey" <c.debakey@worldnet.att.net>  
**To:** <kmcclelland@sha.state.md.us>, <dsimmons@sha.state.md.us>  
**Date:** 10/3/02 6:38PM  
**Subject:** issues re Hopkins Gorman Rd interchange project

BlankGentlemen,

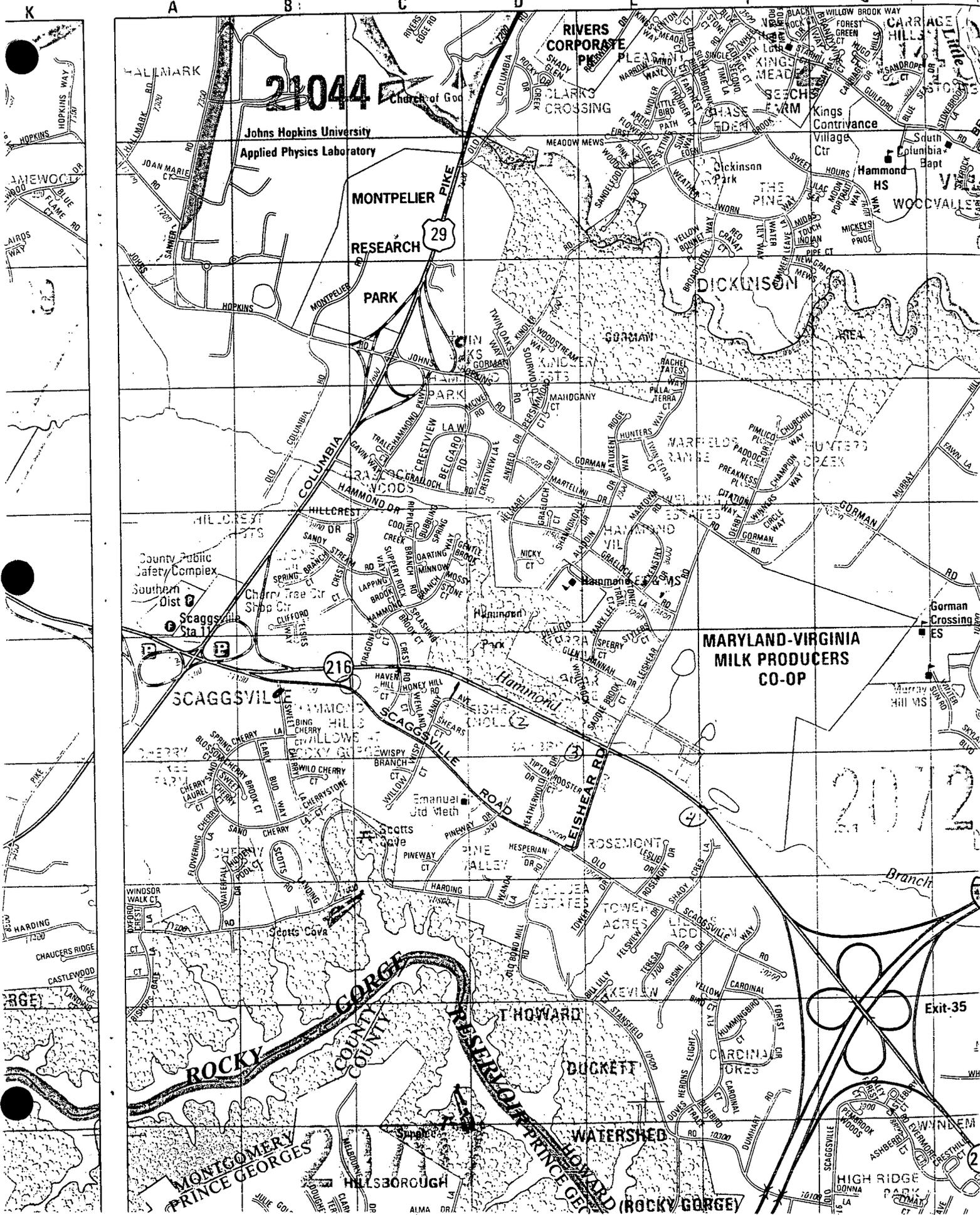
A citizen wrote in about several concerns on this project, and it appears that the OHD project manager drafted the reply. It is my understanding that Kirk had approved it, but I have several questions:

- 1) Doug, would you please comment on the first highlighted portion, which describes our priorities when planning highway improvements. Is this accurately stated, or are the emphases in the wrong places?
- 2) Charlie, I am curious about the concrete screen vs. sound barrier issue described further on in the letter. Are we saying that this house, by itself, qualified for a full-blown sound barrier? Does that mean that all criteria were met . . . e.g., including cost (a total barrier for less than \$50,000)? Also, does the concrete screen actually reduce sound, or is it a device to block what a homeowner considers to be an ugly view? I didn't think that we were using the S.B. Program for anything other than to reduce noise. And why doesn't the other house qualify? The original version suggested that we were willing to provide something-less-than-sound-relief because the owner of a qualifying home preferred to visual screen instead, and that we were happy to make the switch because it would cost us less. Please let me in on the background here.

Thanks,

Claire

**CC:** <cadams@sha.state.md.us>



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Account Identifier: District - 06 Account Number - 414370

**Owner Information**

<b>Owner Name:</b>	MCNAIR CHARLES E & WF	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	YES
<b>Mailing Address:</b>	10629 GORMAN RD LAUREL MD 20723-1112	<b>Deed Reference:</b>	1) / 469/ 352 2)

**Location & Structure Information**

<b>Premises Address</b> 10629 GORMAN ROAD LAUREL 20723	<b>Zoning</b> R20	<b>Legal Description</b> LOT 1 BL 2 S 2 10629 GORMAN RD HAMMOND PARK
--	----------------------	---

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
41	24	223				1	81	Plat Ref:

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1959	1,372 SF	28,488.00 SF	

Stories	Basement	Type	Exterior
1	YES	STANDARD UNIT	BRICK

**Value Information**

	Base Value	Value As Of	Phase-In Assessments	
			As Of	As Of
Land:	81,560	01/01/2002	07/01/2002	07/01/2003
Improvements:	101,020	93,560		
<b>Total:</b>	<b>182,580</b>	<b>212,340</b>	<b>192,500</b>	<b>202,420</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

<b>Partial Exempt Assessments</b>	<b>Class</b>	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

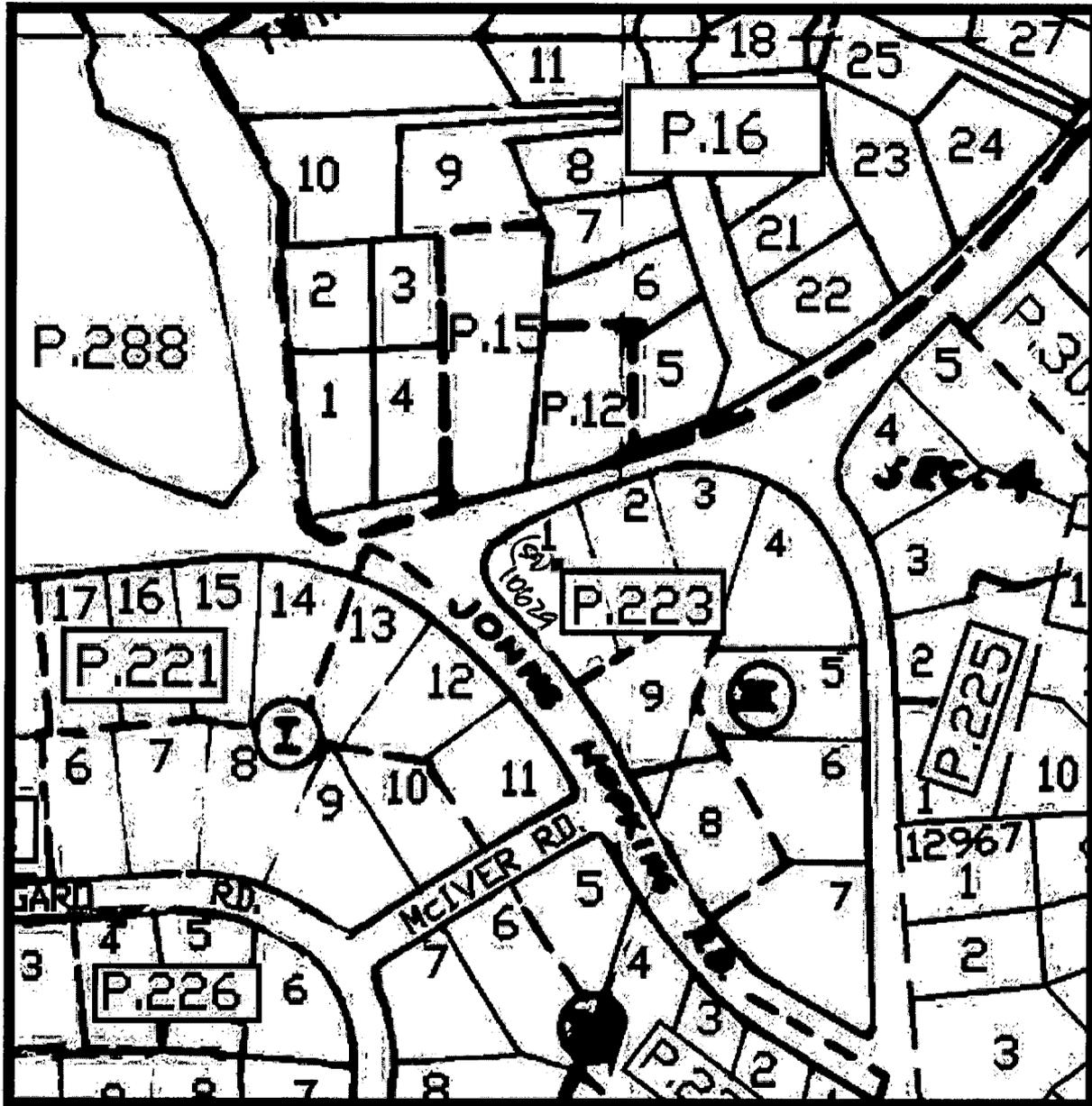
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HOWARD COUNTY  
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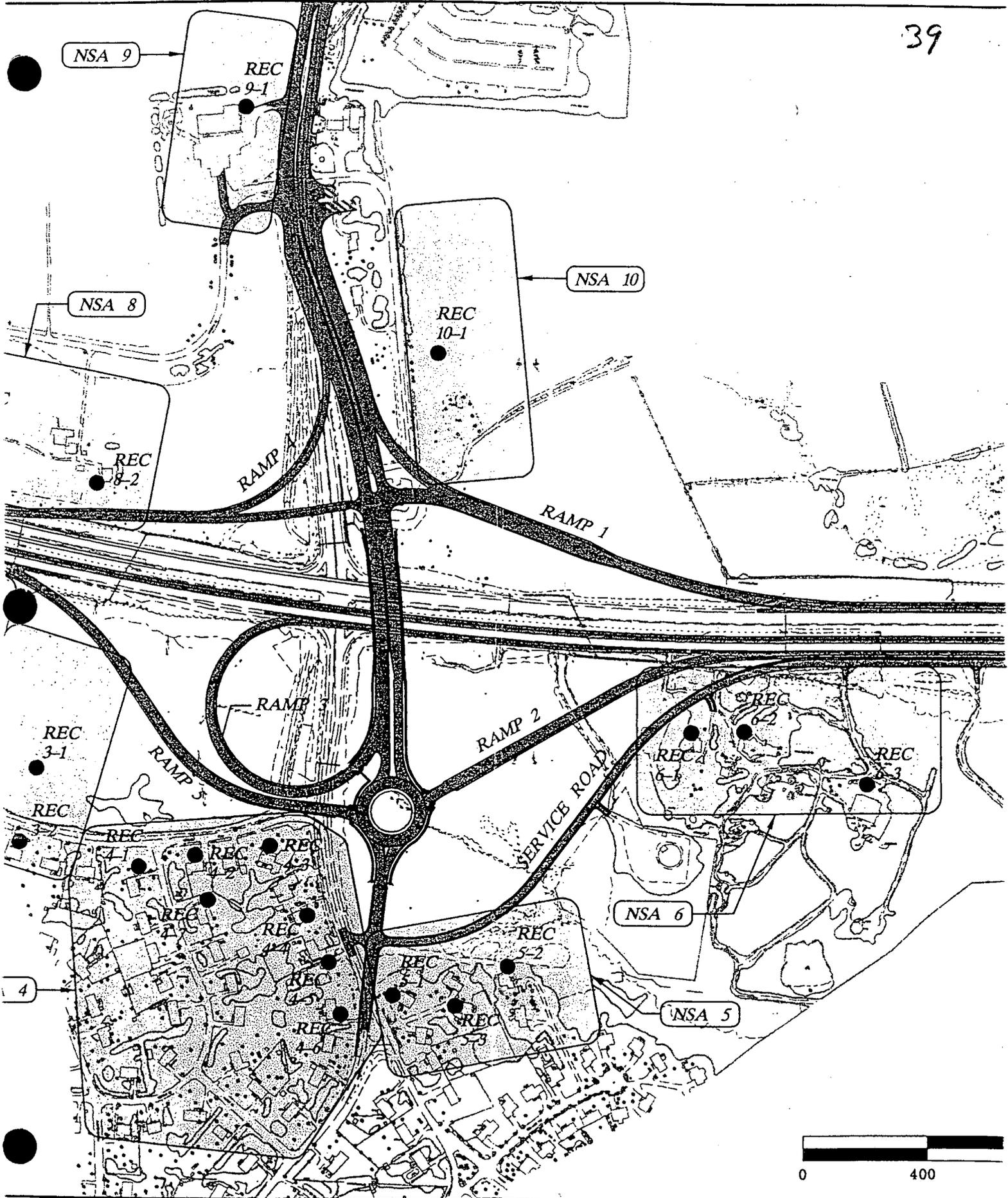
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District - 06 Account Number - 414370



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**NSA 3 (HAMMOND PARKWAY)**

NSA 3, represented by Receptors 3-1 and 3-2, includes fourteen individual single family residences on either side of Hammond Parkway. Receptor 3-1 represents four new homes and two lots with homes under construction. The rear yards of these homes face U.S. 29 and are approximately 600' from the centerline. A dense wooded area lies between the property lines and the highway. Receptor 3-2 represents eight individual single family residences on the east side of Hammond Parkway, approximately 900' from U.S. 29.

**NSA 4 (HAMMOND PARK - GORMAN ROAD / BELGARO ROAD)**

The Hammond Park Community consists of twenty-two individual single family residences adjacent to Hammond Parkway, Belgaro Road, and Gorman Road. Receptors 4-1, 4-2, and 4-3 are on the east side of Hammond Parkway, approximately 800'-890' from the centerline of U.S. 29. These homes will be approximately 150'-200' from the U.S. 29 access and egress ramps in the southeast quadrant of the interchange. Receptors 4-4, 4-5, and 4-6 lie on the south side of Hopkins-Gorman Road, approximately 100' from the centerline of the existing road. Due to the relocation of Hopkins-Gorman Road, as part of the new interchange configuration, Receptors 4-4 and 4-5 will be 210' and 125' from Hopkins-Gorman Road after construction. Receptor 4-7 is on the north side of Belgaro Road and represents the residences behind the first row receptors. The dominant noise source for Receptors 4-3, 4-4, 4-5, and 4-6 is Hopkins-Gorman Road.

**NSA 5 (TWIN OAKS)**

Twin Oaks is a community consisting of eight individual single family residences. Receptor 5-1 represents the four homes immediately adjacent to the north side of Hopkins-Gorman Road. This receptor is 85' from Hopkins-Gorman Road and more than 1200' from the centerline of U.S. 29. Receptors 5-2 and 5-3 represent residences in the second and third row of homes from Hopkins-Gorman Road. The dominant noise source is Hopkins-Gorman Road.

**NSA 6 (U.S. 29 EAST (1))**

NSA 6 consists of three (3) individual structures, represented by Receptors 6-1, 6-2, and 6-3. Receptor 6-1 is an individual single family residence with access via private driveway, shared with Receptors 6-2 and 6-3 to northbound U.S. 29. Currently, Receptors 6-2 and 6-3 are vacant and appear to be used for storage. These receptors are approximately 300' from the centerline of U.S. 29. Once the interchange is constructed, access to U.S. 29 will be denied and the driveways will be connected to a Service Road being constructed to allow access to Hopkins-Gorman Road.

**NSA 7 (U.S. 29 EAST (2))**

NSA 7 consists of two (2) individual single family residences (Receptors 7-1 and 7-2), approximately 250' and 300' from the center of U.S. 29. Each of these residences currently has access via private drive to northbound U.S. 29. Once the interchange is constructed, access to U.S. 29 will be denied and the driveways will be connected to a Service Road being constructed to allow access to Hopkins-Gorman Road.

**NSA 8 (OLD COLUMBIA PIKE)**

NSA 8, Receptors 8-1 and 8-2, are two single family residence and out buildings on the west side of U.S. 29. Receptor 8-1 is approximately 380' from the centerline of U.S. 29 and Receptor 8-2 is 250' away.

**NSA 9 (KOREAN PRESBYTERIAN CHURCH)**

NSA 9 is a stone block building, which houses a Presbyterian Church. The receptor site is located on the south side of Hopkins-Gorman Road, approximately 160' from the centerline of the existing road and more than 1200' from the centerline of U.S. 29. There are no exterior use areas related to the church. The dominant noise source is Hopkins-Gorman Road.

U.S. 29 / Hopkins – Gorman Road Interchange



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**Table 3**  
Short-term Noise Monitoring Levels

Noise Sensitive Area		Receptor No.	Receptor Location	Time	Leq(dBA)
1	Graeoch Woods	1-1	Volleyball Court	5:35 PM	63
		1-2	Columbia Pike	5:35 PM	59
2	Gavin Way/ Tralee Court	2-1	7954 Gavin Way	3:45 PM	60
		2-2	7936 Tralee Court	3:45 PM	60
		2-3	7929 Tralee Court	3:45 PM	55
3	Hammond Parkway	3-1	7913 Hammond Parkway	8:35 AM	55
		3-2	7922 Hammond Parkway	8:45 AM	54
4	Hammond Park (Gorman Road / Belgaro Road)	4-1	Belgaro Road	8:45 AM	54
		4-2	7896 Hammond Parkway	8:45 AM	54
		4-3	7888 Hammond Parkway	7:30 AM	59
		4-4	10721 Gorman Road	7:30 AM	63
		4-5	10713 Gorman Road	7:30 AM	63
		4-6	10709 Gorman Road	7:30 AM	63
		4-7	7805 Belgaro Road	7:55 AM	55
5	Twin Oaks	5-1	10652 Gorman Road	4:25 PM	59
		5-2	7721 Twin Oaks Way	5:00 PM	50
		5-3	10644 Gorman Road	4:25 PM	51
6	US 29 East (1)	6-1	Columbia Pike	4:00 PM	60
		6-2	Columbia Pike	4:00 PM	60
		6-3	Columbia Pike	4:00 PM	60
7	US 29 East (2)	7-1	7525 Columbia Pike	5:30 PM	70
		7-2	7529 Columbia Pike	5:30 PM	65
8	Old Columbia Road	8-1	10909 Old Columbia Road	7:55 AM	57
		8-2	Old Columbia Road	7:50 AM	68
9	Korean Presbyterian Church	9-1	Korean Presbyterian Church	3:30 PM	55
10	The Trellises at Montpelier	10-1	Under Construction	8:35 AM	53

U.S. 29 / Hopkins – Gorman Road Interchange



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**Table 4**  
Receptor Descriptions and Acoustic Characteristics

Noise Sensitive Area	Rec. No.	Receptor Location	U.S. 29 Offset	Description of Noise Sensitive Receptors and Acoustic Characteristics of the Noise Propagation Path
1 Graeoch Woods	1-1	Volleyball Court	180'	Two individual single family residences with shared driveway to U.S. 29. U.S. 29 generally in cut section. Residences 380' from the U.S. 29 centerline offset with volleyball/badminton court in the front yard of Receptor 1-1. Dominant noise source is U.S. 29.
	1-2	Columbia Pike	380'	
2 Gavin Way/ Tralee Court	2-1	7954 Gavin Way	300'	Sixteen single family residences are adjacent to Gavin Way and Tralee Court. First row of receptors is five residences represented by Receptors 2-1 and 2-2. Wooded area between yards and U.S. 29 cut/fill section. Dominant noise source is mainline of U.S. 29.
	2-2	7936 Tralee Court	350'	
	2-3	7929 Tralee Court	450'	
3 Hammond Parkway	3-1	7913 Hammond Parkway	600'	Four individual single family residences and two lots under construction on west side of Hammond Parkway and eight homes on the east side. Wooded area between west side property lines and U.S. 29. Ramp 5 of new interchange will be in fill section. Dominant noise source is U.S. 29 and Ramp 5.
	3-2	7922 Hammond Parkway	900'	
4 Hammond Park (Gorman Road / Belgaro Road)	4-1	Belgaro Road	940'	Twenty two single family residences adjacent to Hammond Parkway, Belgaro Road and Hopkins-Gorman Road. Three Hammond Parkway Residences (Receptors 4-2 and 4-3) are closest to Ramps 3 and 5 of proposed interchange. Dominant noise source for these receptors is U.S. 29 and Ramps 3 and 5. Receptors 4-4, 4-5, and 4-6 are adjacent to and acoustically influenced by Hopkins-Gorman Road. Each of these receptors have access drives connecting to Hopkins-Gorman Road. Receptor 4-7 represents interior residences.
	4-2	7896 Hammond Parkway	870'	
	4-3	7888 Hammond Parkway	800'	
	4-4	10721 Gorman Road	1000'	
	4-5	10713 Gorman Road	1170'	
	4-6	10709 Gorman Road	1320'	
	4-7	7805 Belgaro Road	1010'	
5 Twin Oaks	5-1	10652 Gorman Road	1250'	Eight homes to the north of Hopkins-Gorman Road Receptor 5-1 represents four residences immediately adjacent to Hopkins-Gorman Road. Receptors 5-2 and 5-3 represent second and third rows back. Dominant noise source is Hopkins-Gorman Road.
	5-2	7721 Twin Oaks Way	1250'	
	5-3	10644 Gorman Road	1130'	
6 US 29 East (1)	6-1	Columbia Pike	310'	NSA 6 consists of three structures, one single family residence (Receptor 5-1) and two additional large buildings that appear vacant. Each has access directly to U.S. 29. Once improvements are made access to U.S. 29 will be denied and redirected to Hopkins-Gorman Road, via a new service road. Area between receptors and U.S. 29 is lightly wooded. Dominant noise source is U.S. 29 and interchange Ramp 2.
	6-2	Columbia Pike	310'	
	6-3	Columbia Pike	490'	
7 US 29 East (2)	7-1	7525 Columbia Pike	250'	Two individual single family residences with driveways to U.S. 29. Following improvements, U.S. 29 access will be denied and redirected to Hopkins-Gorman Road, via a new service road. Dominant noise source is U.S. 29.
	7-2	7529 Columbia Pike	300'	
8 Old Columbia Road	8-1	10909 Old Columbia Road	380'	Two individual single family residences adjacent to Old Columbia Road. Dominant noise source is mainline U.S. 29 and interchange Ramp 4. There is also a vacant abandoned dwelling in this area. Receptor 7-1 sits at an elevation approximately 20' above U.S. 29.
	8-2	Old Columbia Road	250'	



IV. IMPACT ASSESSMENT AND FEASIBILITY OF NOISE ABATEMENT

A. Impact Assessment

The Maryland State Highway Administration (SHA) Sound Barrier Policy, dated May 11, 1998, states that mitigation shall be considered for receptors that will experience future noise levels equal to or exceeding 66 dBA, or exceeding existing noise levels by 10 dBA or more, resulting from the construction of new highways or through lane additions to existing highways. **Table 5** shows those receptors being impacted by each of the alternatives. The following is a brief description of potential NSA impacts.

Table 5  
Predicted Design Year Noise Levels

Noise Sensitive Area	Receptor No.	Receptor Location	Existing Noise Level Leq(dBA)	2020 No-Build Leq(dBA)	2020 Build Leq(dBA)
1 Graeloch Woods	1-1	Volleyball Court	63	64	66
	1-2	Columbia Pike	59	61	63
2 Gavin Way/Tralee Court	2-1	7954 Gavin Way	60	65	68
	2-2	7936 Tralee Court	60	65	67
	2-3	7929 Tralee Court	55	61	63
3 Hammond Parkway	3-1	7913 Hammond Parkway	55	61	64
	3-2	7922 Hammond Parkway	54	54 <sup>1</sup>	55
4 Hammond Park (Gorman Road / Belgaro Road)	4-1	Belgaro Road	54	54 <sup>1</sup>	55
	4-2	7896 Hammond Parkway	54	54 <sup>1</sup>	61
	4-3	7888 Hammond Parkway	59	61	66
	4-4	10721 Gorman Road	63	63	64
	4-5	10713 Gorman Road	63	64	64
	4-6	10709 Gorman Road	63	65	66
	4-7	7805 Belgaro Road	55	55 <sup>1</sup>	57
5 Twin Oaks	5-1	10652 Gorman Road	59	62	66
	5-2	7721 Twin Oaks Way	50	55	58
	5-3	10644 Gorman Road	51	56	58
6 US 29 East (1)	6-1	Columbia Pike	60	64	67
	6-2	Columbia Pike	60	64	69
	6-3	Columbia Pike	60	63	65
7 US 29 East (2)	7-1	7525 Columbia Pike	70	70	74
	7-2	7529 Columbia Pike	65	67	70
8 Old Columbia Road	8-1	10909 Old Columbia Road	57	64	65
	8-2	Old Columbia Road	68	70	71
9 Korean Presbyterian Church	9-1	Korean Presbyterian Church	55	61	67
10 The Trellises at Montpelier	10-1	Under Construction	53	60	62

<sup>1</sup> Receptors that are isolated from the existing roadway system. No build noise levels are estimated from monitored levels.

Noise levels exceeding SHA impact criteria.

NSA 1 (Graeloch Woods)

Traffic noise levels resulting from the proposed interchange will not exceed the SHA impact criteria in the immediate area of the residences. However, the most southern residence has a



volleyball/badminton court in the front yard, 180' from U.S. 29, where noise levels are anticipated to be 66 dBA and is considered impacted. No-Build noise levels will not exceed SHA criteria.

**NSA 2 (Gavin Way / Tralee Court)**

The five residences closest to U.S. 29, represented by Receptors 2-1 and 2-2, are anticipated to experience noise levels from 67-68 dBA, as a result of project improvements. These levels exceed the SHA criteria. As a result, the first row of receptors in this community is considered impacted. No-Build noise levels are lower than the SHA criteria.

**NSA 3 (Hammond Parkway)**

None of the residences represented by NSA 3 will experience noise levels exceeding SHA criteria for either the Build or No-Build condition.

**NSA 4 (Hammond Park – Gorman Road/Belgaro Road)**

Two of the seven receptors representing this community will experience noise levels exceeding SHA criteria and are considered impacted if project improvements are made. Receptor 4-3 is an individual residence at the intersection of Hammond Parkway and Hopkins-Gorman Road. This residence will experience design year noise levels of 66 dBA. This impact can be attributed to the close proximity of Ramps 3 and 5 of the proposed interchange. Of the other residences adjacent to existing Gorman Road, Receptor 4-6 will experience design year noise levels of 66 dBA and is considered impacted. Receptors 4-4 and 4-5 will not exceed SHA criteria due to the relocation of Hopkins-Gorman Road 80' to 150' to the north of these residences. The primary noise source for Receptors 4-4, 4-5, and 4-6 is Hopkins-Gorman Road. No-Build noise levels will not exceed SHA criteria at any receptor.

**NSA 5 (Twin Oaks)**

Of the eight Twin Oaks residences, only Receptor 5-1 will experience noise levels exceeding SHA criteria and is considered impacted. Noise levels at Receptor 5-1 are anticipated to be 66 dBA, due to the residence's closer proximity to Hopkins-Gorman Road, the dominant noise source. No-Build noise levels will be lower than SHA criteria levels.

**NSA 6 (U.S. 29 East (1))**

Two of the three receptors for NSA 6 will be impacted based on SHA criteria. As a result of the proposed improvements, noise levels at Receptors 6-1 and 6-2 will be 67 dBA and 69 dBA respectively. No-Build noise levels will not exceed SHA criteria.

**NSA 7 (U.S. 29 East (2))**

Either the Build or No-Build condition will impact both receptors for NSA 7. As a result of the proposed improvements, noise levels of 74 dBA and 70 dBA are anticipated at Receptors 7-1 and 7-2.

**NSA 8 (Old Columbia Road)**

Receptor 8-2, a single family residence and out buildings, will be impacted as a result of proposed improvements. It is anticipated that Receptor 8-2 will experience noise levels of 71 dBA. No-Build noise levels at Receptor 8-2 will be 70 dBA. These levels are primarily due to the receptors close



**Table 6**  
Barrier Evaluation Locations

Barrier	Benefited Noise Sensitive Areas
1	NSA's 1, 2, 3, and 4
2	NSA 5
3A and 3B	NSA 6
4	NSA 8

Following completion of the sound barrier analyses, the systems were evaluated per SHA reasonableness criteria. The cost of a sound barrier may not exceed \$50,000 per benefited receptor. This figure is calculated by dividing the total preliminary cost of the barrier by the total number of impacted residences receiving a minimum 3 decibel insertion loss. Noise barrier preliminary cost is based upon a figure of \$16.54 per square foot.

**Barrier 1**  
**NSA's 1, 2, 3, and 4**

A continuous barrier shielding NSA's 1, 2, 3, and 4 was analyzed. This barrier runs parallel to northbound U.S. 29, beginning at Station 652+00. The barrier follows Ramp 5 at the top of the fill/cut slope to approximately Station 512+50 on Ramp 5. At that point, the barrier transitions to the top of the Ramp 5 retaining wall and terminates at Station 515+00. The overall length of Barrier 1 is 2205'. Several permutations of height were considered before determining that the barrier could provide an insertion loss of 7-10 dBA at the first row of receptors, per the SHA Sound Barrier Policy. Receptors 2-1, 2-2, and 4-3, all impacted receptors based on SHA criteria, would receive, 7 dBA, 7 dBA, and 9 dBA insertion losses if barrier height ranged from 16' to 22', with an average height of 18'. Although Receptor 1-1 will experience design year noise levels of 66 dBA and is considered impacted, Barrier 1 will provide less than 1 dBA insertion loss. This situation is created by the maintenance of access to northbound U.S. 29 for Receptors 1-1 and 1-2. If it is determined during final design that alternative access can be provided, Barrier 1 can be lengthened to achieve appropriate insertion loss at Receptor 1-1. Preliminary barrier cost for Barrier 1 is \$645,076 or \$35,835 per benefited receptor.

Barrier 1 is consistent with the SHA criteria for cost per benefited receptor of \$50,000 or less. Therefore, it is considered reasonable and is recommended for consideration during final design.

**Barrier 2**  
**NSA 5**

Barrier 2 was analyzed to mitigate traffic noise emanating from Hopkins-Gorman Road at NSA 5. The barrier would sit atop the cut slope parallel to Hopkins-Gorman Road. The Gorman Road/Hopkins Road intersection connector limits the eastern end of this barrier. A barrier 10'-14' high (13' average height), 260' long would provide an insertion loss of 7 dBA at Receptor 5-1, the only impacted receptor in the community. Other receptors in the community will be benefited by less than 3 dBA insertion loss. Preliminary cost of Barrier 2 is \$54,300 with the same cost per benefited receptor.

Cost Averaging – Based upon cost averaging procedures outlined in the SHA Sound Barrier Policy reasonableness criteria, individual noise barriers of less than \$100,000 per benefited receptor can be averaged together for the entire project. Although Barrier 2 is not consistent with SHA criteria for



cost per benefiting receptor when analyzed alone, when it is cost averaged with other consistent barriers, total project cost per benefiting receptor is \$36,809.

Therefore, Barrier 2 is recommended for consideration during final design.

**Barrier 3**

**NSA 6**

Two receptors at NSA 6 will experience noise levels exceeding the SHA criteria. To maximize insertion loss at these receptors, a two-barrier system was analyzed. Barrier 3A is situated at the top of the fill slope for Ramp 2, running parallel to Ramp 2 and terminating at the area where Ramp 2 and the parallel Service Road nearly meet. To attenuate flanking noise around the north end of Barrier 3A, a second barrier (Barrier 3B) was analyzed with Barrier 3A. The length of Barrier 3B, and therefore the amount of overlapping of the two barriers, was limited by private access drives to the Service Road for Receptors 3-1, 3-2, and 3-3. An 8 dBA insertion loss can be achieved for Receptor 6-2, but insertion loss is limited to 6 dBA at Receptor 6-1 due to the gap between the barriers to accommodate the Service Road. Barrier 3A would be 16'-22' high and 639' long and Barrier 3B would be 26' high and 372' long to achieve these insertion losses. Total preliminary cost for the two barriers are \$318,116 or \$159,058 per benefited receptor.

Barrier 3 is not consistent with the SHA criteria for cost per benefited receptor of \$50,000 or less. Therefore, it is not considered reasonable and not recommended for construction.

**Barrier 4**

**NSA 8**

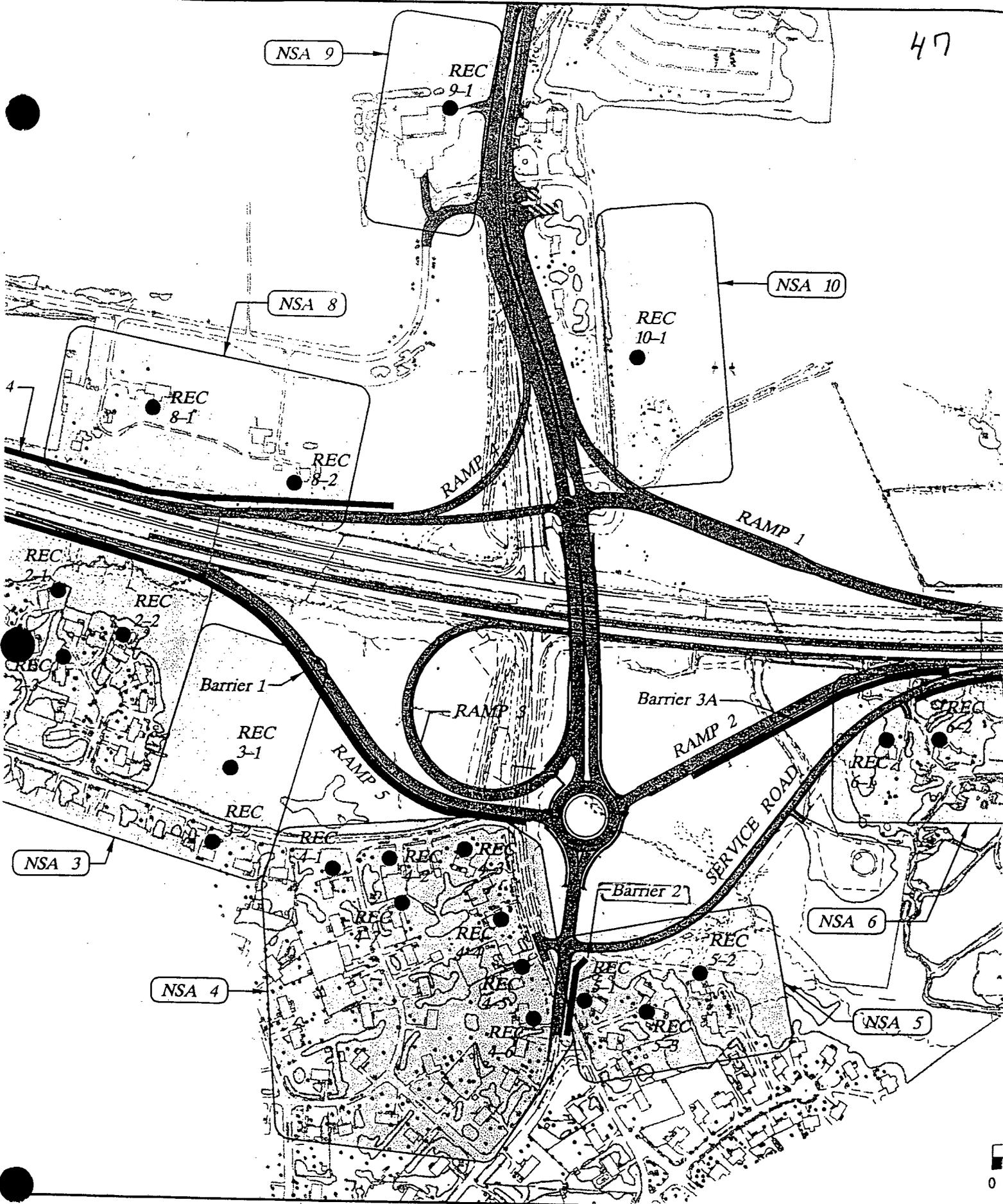
Receptor 8-2 will experience design year noise levels exceeding the SHA criteria. Barrier 4 was placed parallel to southbound U.S. 29, sitting atop the cut slope for Ramp 4. A 12'-14' high (13' average height) and 772' long barrier will provide an insertion loss of 10 dBA at Receptor 8-2. An insertion loss of 4 dBA is anticipated at Receptor 8-1. Preliminary cost for Barrier 4 is \$171,700 with the same cost per benefited receptor.

Barrier 4 is not consistent with the SHA criteria for cost per benefited receptor of \$50,000 or less. Therefore, it is not considered reasonable and not recommended for construction.

Table 7 summarizes noise barrier cost per benefited receptor for each barrier analyzed, as well as cost averaging calculations. SHA Policy permits cost averaging of individual noise barriers of less than \$100,000 per benefited receptor, per alternative.

Feasibility and reasonableness worksheets were completed for each noise sensitive area (See Appendix C). These worksheets will be finalized during and prior to the completion of final project engineering. It is the Maryland Department of Transportation, State Highway Administration's policy that decisions on where to provide sound barriers will be made after evaluation of the feasibility and reasonableness of barriers. It is the SHA's policy to make final decisions on the construction of Type I (new highways or improvement of existing highways) sound barriers during the final design phase of project development, after final horizontal and vertical alignments are determined and detailed engineering analysis of the feasibility and reasonability of noise abatement can be made. Barriers that meet the SHA criteria as accepted by FHWA will be constructed.

It should also be noted that SHA will also consider non-sound barrier options for areas which meet the eligibility date criterion for consideration of a barrier but do not meet all of the remaining criteria for a barrier, including the installation of landscape screening or privacy fencing for areas which meet the eligibility date criterion, but do not meet all of the remaining criteria for a barrier.





**Table 7**  
Noise Barrier Cost Per Benefiting Receptor Calculations

Noise Sensitive Area	Total No. of Receptors Impacted	No. Impacted Receptors Receiving at least 3 dBA Insertion Loss	Additional Non-Impacted Receptors Receiving at least 5 dBA Insertion Loss	Total No. of Benefited Receptors	Preliminary Noise Barrier Cost	Cost per Benefited Receptor
Barrier 1 NSA 1, 2, 3, and 4	7	6	12	18	\$645,076	\$35,838 <sup>1</sup>
Barrier 2/ NSA 5	1	1	0	1	\$54,300	\$54,300 <sup>1</sup>
Barrier 3 NSA 6	2	2	0	<del>2</del>	<del>\$318,116</del>	<del>\$159,058</del>
Barrier 4 NSA 8	1	1	0	<del>1</del>	<del>\$171,700</del>	<del>\$171,700</del>
Cost Averaging Calculation				19	\$699,376	\$36,809

<sup>1</sup> Included in Cost Averaging Calculation; SHA Noise Aatement "reasonableness" criteria states that NSA's with a cost per benefited receptor value of less than \$100,000 are eligible for cost averaging.

In summary, the following sound barriers are recommended for consideration during final design based upon their consistency with the SHA sound barrier feasibility and reasonableness criteria:

- Barrier 1 – NSA's 1, 2, 3, and 4
- Barrier 2 – NSA 5

**D. Construction Impacts**

Short-term impacts will occur within the project limits during the construction of the U.S. 29/Hopkins-Gorman Road Interchange. The associated equipment generates the majority of construction noise. These include vibratory rollers, front loaders, backhoes, tractors, scrapers and graders, pavers, trucks, jackhammers and compressors. **Table 8** provides approximate construction noise levels at a distance of 50 feet. In general, sensitive land use located near construction zones (approximately 100 feet) may experience noise levels between the 78 dBA to 83 dBA range.

Several mitigation procedures can be followed to assist in minimizing the temporary impacts of construction noise. Adjustments to the equipment, the provision of temporary noise barriers, varying the construction activity areas to redistribute noise events, public involvement and financial incentives to contractors are alternatives to decrease temporary noise impacts. These mitigation measures will be considered during final design to minimize public exposure to short-term noise impacts.

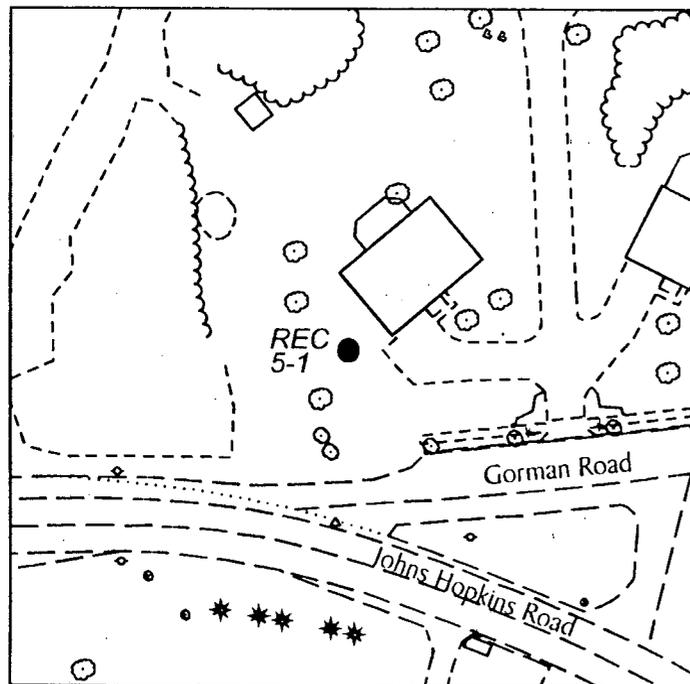
It should be noted that SHA will consider constructing sound barriers, which meet the criteria for feasibility and reasonability, in advance of the highway project construction if:

- Existing noise levels at impacted receptors exceed 72 dBA;
- The local jurisdiction agrees to fund 20% of the sound barrier cost, and;
- All right of way required to construct the barrier(s) is donated to the State.

Noise Receptor Monitoring Profile					
Project:	US 29/Hopkins - Gorman Road Interchange				
Site:	Site 5-1				
Monitoring Equipment:	Metrosonics DB3080				
Date:					
Weather:					
Analyst:	Chuck Lippy				
Site Conditions:					
10652 Gorman Road/					
Traffic Count:					
Avg. Vehicle Speed:	30 MPH				
Veh. Mix:	Auto	MT	HT	Buses	Motorcycles
EB	80	0	1	0	0
WB	82	0	1	0	0



Noise Receptor Site Sketch



*****		TIME HISTORY REPORT	
Filename	Nsa_5-01	TIME	Lav Lmax
Test Location	Nsa_5-01		dBA dBA
Employee Name	Chuck Lippy	02/24/99	
Employee Number		16:24:55	59.5 62.0
Department	ENV	16:25:25	53.7 59.7
*****		16:25:55	55.0 61.3
METROSONICS db-3080 V1.11		16:26:25	53.0 60.5
SERIAL # 2555		16:26:55	56.7 59.7
REPORT PRINTED ON		16:27:25	59.8 63.5
02/25/99 at 11:42:36		16:27:55	60.6 63.9
User ID: 555501		16:28:25	57.0 64.3
LOGGING STARTED.....02/24/99 at 16:24:55		16:28:55	61.9 70.7
TOTAL LOGGING TIME... 0 DAYS 00:15:04		16:29:25	52.3 59.7
LOGGING STOPPED.....02/24/99 at 16:39:59		16:29:55	59.0 64.7
TOTAL INTERVALS.....30		16:30:25	58.1 63.4
INTERVAL LENGTH.....00:00:30		16:30:55	54.7 60.0
FILTER.....A WT.		16:31:25	52.9 57.7
PRE-TEST CALIBRATION TIME:		16:31:55	58.3 63.0
02/24/99 AT 15:30:57		16:32:25	58.3 62.1
PRE-TEST CALIBRATION RANGE:		16:32:55	58.2 61.6
40.5 TO 140.5dB		16:33:25	67.0 73.1
POST-TEST CALIBRATION TIME:		16:33:55	53.8 59.8
02/24/99 AT 17:26:51		16:34:25	57.2 60.4
POST-TEST CALIBRATION RANGE:		16:34:55	56.9 61.3
40.5 TO 140.5dB		16:35:25	58.6 62.2
Lav.....	58.8dB	16:35:55	57.1 62.3
Lmax.....	73.1dB	16:36:25	57.2 63.9
	02/24/99 AT 16:33:43	16:36:55	56.0 61.4
		16:37:25	56.8 61.3
		16:37:55	58.3 63.4
		16:38:25	60.4 64.1
		16:38:55	60.0 62.7
		16:39:25	58.9 62.2

REC 5-1

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 HOWARD COUNTY  
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Account Identifier: District - 06 Account Number - 493149

**Owner Information**

Owner Name: HUNTINGTON B TYLER Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 10652 GORMAN RD Deed Reference: 1) / 4193/ 696  
 LAUREL MD 20723-1113 2)

**Location & Structure Information**

Premises Address: 10652 N GORMAN ROAD Zoning: R20 Legal Description: LOT 1 .357 A  
 LAUREL 20723 10652 GORMAN ROAD  
 TWIN OAKS

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	6460
41	24	16				1	81	Plat Ref:	

Special Tax Areas: Town Ad Valorem Tax Class: A/V, M/P, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1986	2,560 SF	15,550.00 SF	

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	FRAME

**Value Information**

	Base Value	Value As Of	Phase-In Assessments	
			As Of	As Of
Land:	74,660	01/01/2002	07/01/2002	07/01/2003
Improvements:	154,060	86,660		
Total:	228,720	183,240	242,446	256,172
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: HUNTINGTON B TYLER Date: 02/20/1998 Price: \$0  
 Type: NOT ARMS-LENGTH Deed1: / 4193/ 696 Deed2:  
 Seller: RYAN HOMES INC Date: 11/17/1986 Price: \$162,378  
 Type: IMPROVED ARMS-LENGTH Deed1: / 1554/ 730 Deed2:  
 Seller: EVERGREEN VALLEY ASSOC LTD PARTNER Date: 09/15/1986 Price: \$35,000  
 Type: NOT ARMS-LENGTH Deed1: / 1524/ 232 Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

\* NONE \*

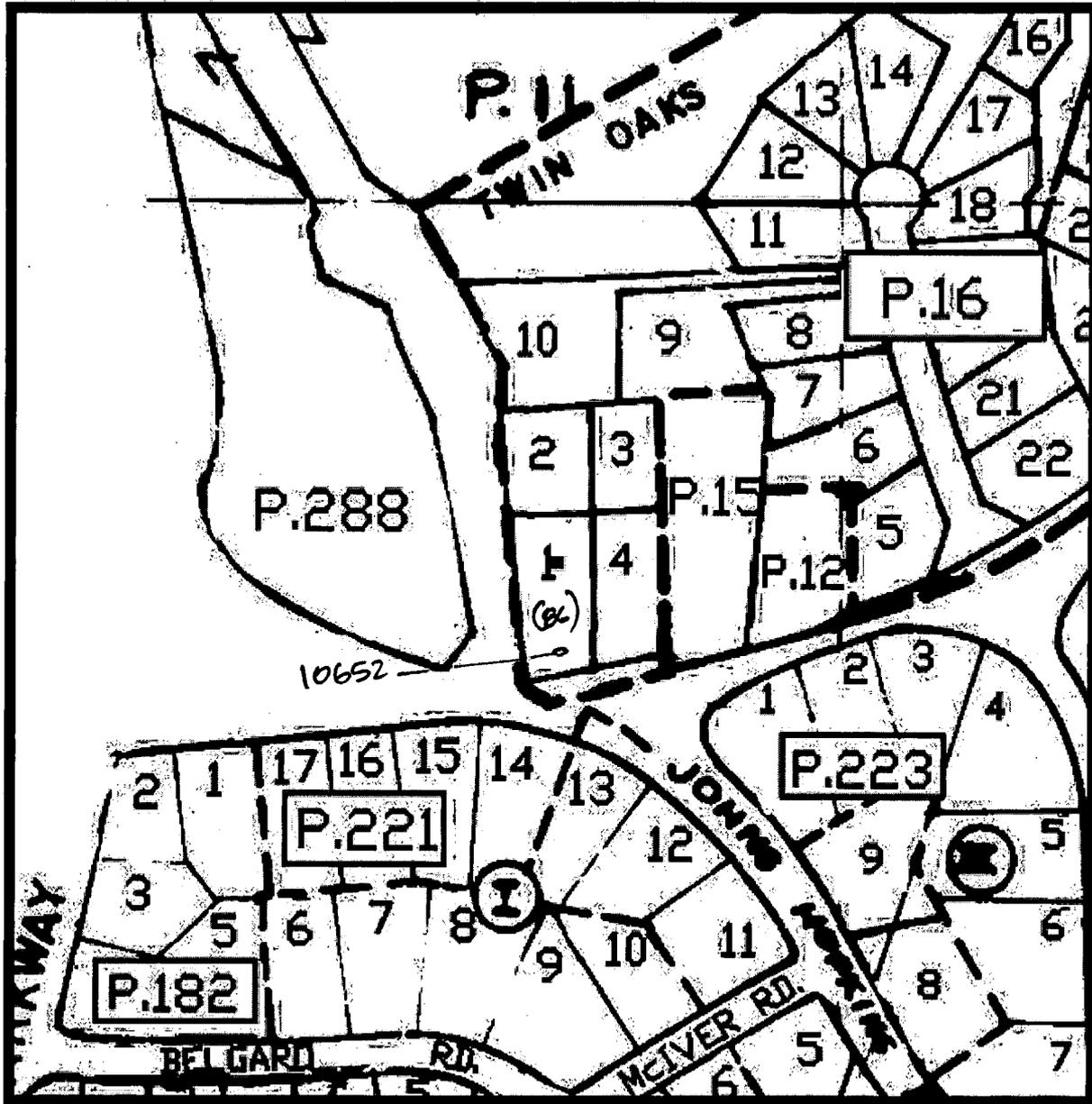
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District - 06 Account Number - 493149



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Search took 0.15 seconds

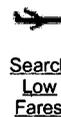
New search | Modify search
2 Total Results

Huntington, B T
10652 Gorman Rd
Laurel, MD 20723
301-317-4141

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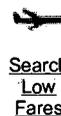
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Huntington, Christine
8747 Susini Dr
Laurel, MD 20723
301-362-3903

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Account Identifier: District - 06 Account Number - 493254

**Owner Information**

Owner Name: DAVIS DANA A Use: RESIDENTIAL  
 DAVIS LINDA C T/E  
 Principal Residence: YES  
 Mailing Address: 7721 TWIN OAKS WAY Deed Reference: 1) / 3633/ 963  
 LAUREL MD 20723-1182 2)

**Location & Structure Information**

Premises Address: 7721 W TWIN OAKS WAY Zoning: R20 Legal Description: LOT 10 .813 A  
 LAUREL 20723 7721 TWIN OAKS WAY  
 TWIN OAKS

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	6460
41	24	16				10	81	Plat Ref:	

Special Tax Areas: Town Ad Valorem Tax Class A/V, M/P, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1986	2,418 SF	35,414.00 SF	

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	FRAME

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of	As Of	As Of
Land:	84,470	01/01/2002	07/01/2002	07/01/2003
Improvements:	161,360	96,470		
Total:	245,830	191,910	260,013	274,196
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: KONOPACKI WILLIAM A	Date: 12/28/1995	Price: \$240,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 3633/ 963	Deed2:
Seller: CONSOLIDATED HOME BUILDING	Date: 09/29/1986	Price: \$177,715
Type: IMPROVED ARMS-LENGTH	Deed1: / 1533/ 2	Deed2:
Seller: EVERGREEN VALLEY ASSOC LTD PARTNER	Date: 04/01/1986	Price: \$284,000
Type: NOT ARMS-LENGTH	Deed1: / 1459/ 96	Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

\* NONE \*

Customer Info. View for 2001

Friday, October 04, 2002 01:08 PM

TSevere

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ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2573		04/23/2002	E-mail	DAVIS	Ms. Linda C.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
7721	Twin Oaks Way	HO	Laurel	20723-1182	private	Find Next
Elected Official whom has communicated directly to us on this custome			Sen. Sandra B. Schrader (Dist. 13A)			
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
	301-317-0278	ldgdavis@juno.com	Twin Oaks/Hopkins Gorman Road			
Logical Project Limits	ROADWAY:	US 29	BarrierName			
NE quadrant of US 29/Johns Hopkins Rd in HO Co						
RESPONSE	INQUIRY				2nd Contact	
	are barriers planned north of US 29/Hopkins-Gorman Rd?					
	Last Contact	Researcher:	Primary SHA Contact		Construction Projects	
	04/18/2002		None			
FILE LOCATIO	OTHER	Current committmen		None		
Do we owe a letter?	Letter Commit due date:	05/01/2002				
<input checked="" type="checkbox"/>	Letter signed date:	05/06/2002	Reason Letter is Late n/a			
LAST action	05-20-02 Letter to Ms. Davis to indicate SHA willing to take 24-hr. noise level measurements when project has been completed and all ramps and lanes open to traffic to determine if predicted noise levels have been achieved for design year 2020					
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
04-2002 EO's Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cndl Guy Guzzone; Ms. Deanna Peel, Legislative Asst. to Mr. Guzzone						
5-10-02 Ms. Davis emailed Ms. Nicole Ross; not satisfied w/5-6-02 letter response; looking forward to landscaping but still wants additional noise analysis 4-18-02 e-mail to Mr. Steven Foster (Chief, Plats & Surveys); indicates noise levels higher since many trees have been cut; expects noise to get worse when bridge and circle fully open to traffic; are barriers planned north of interchange?						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\			
Consultant Fir			1-888-375-1975 outside MD			

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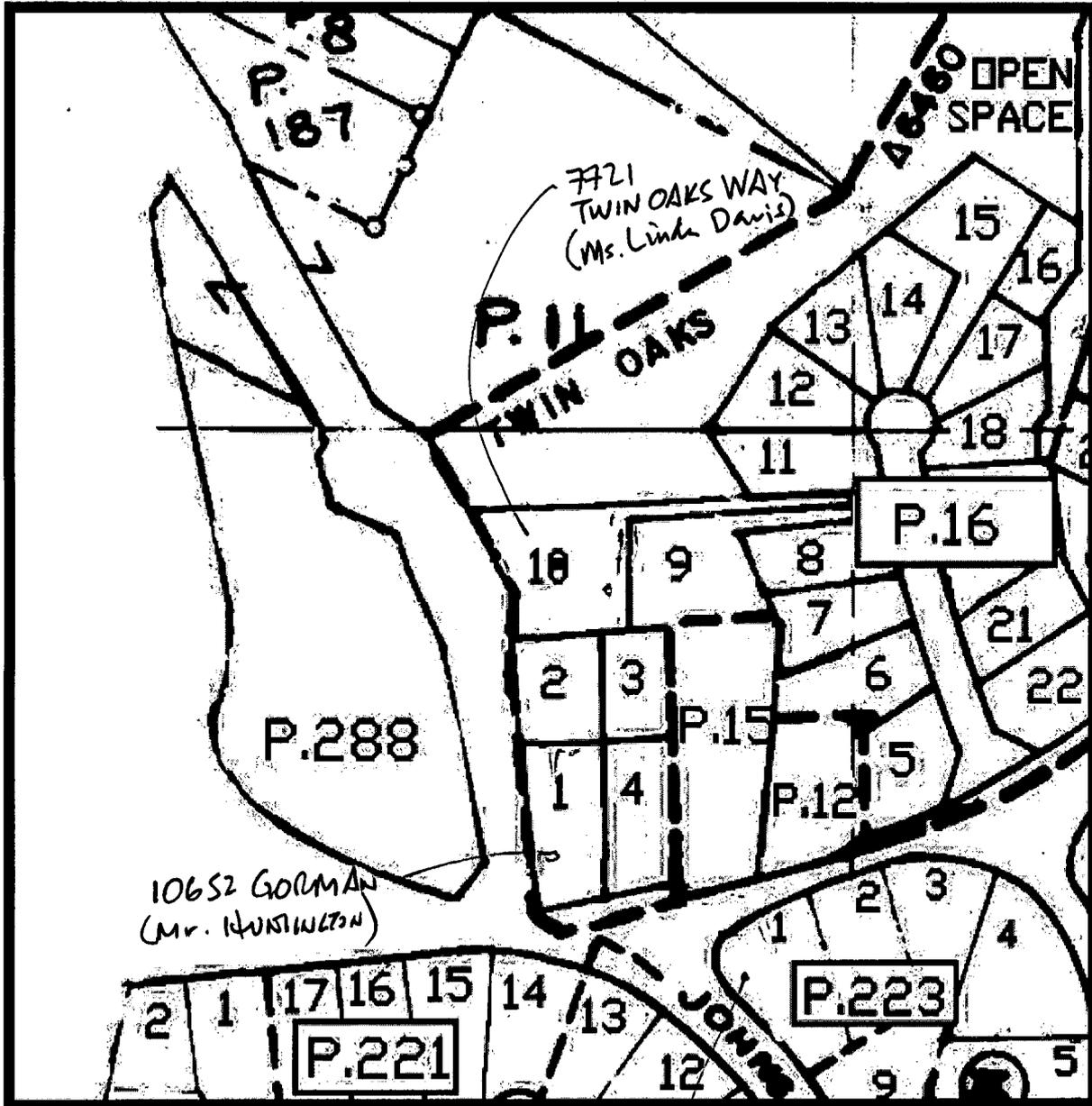
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10629 GORMAN RD  
(Mr. McNamee)

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**Laurel, MD**  
**20723-1113, US**

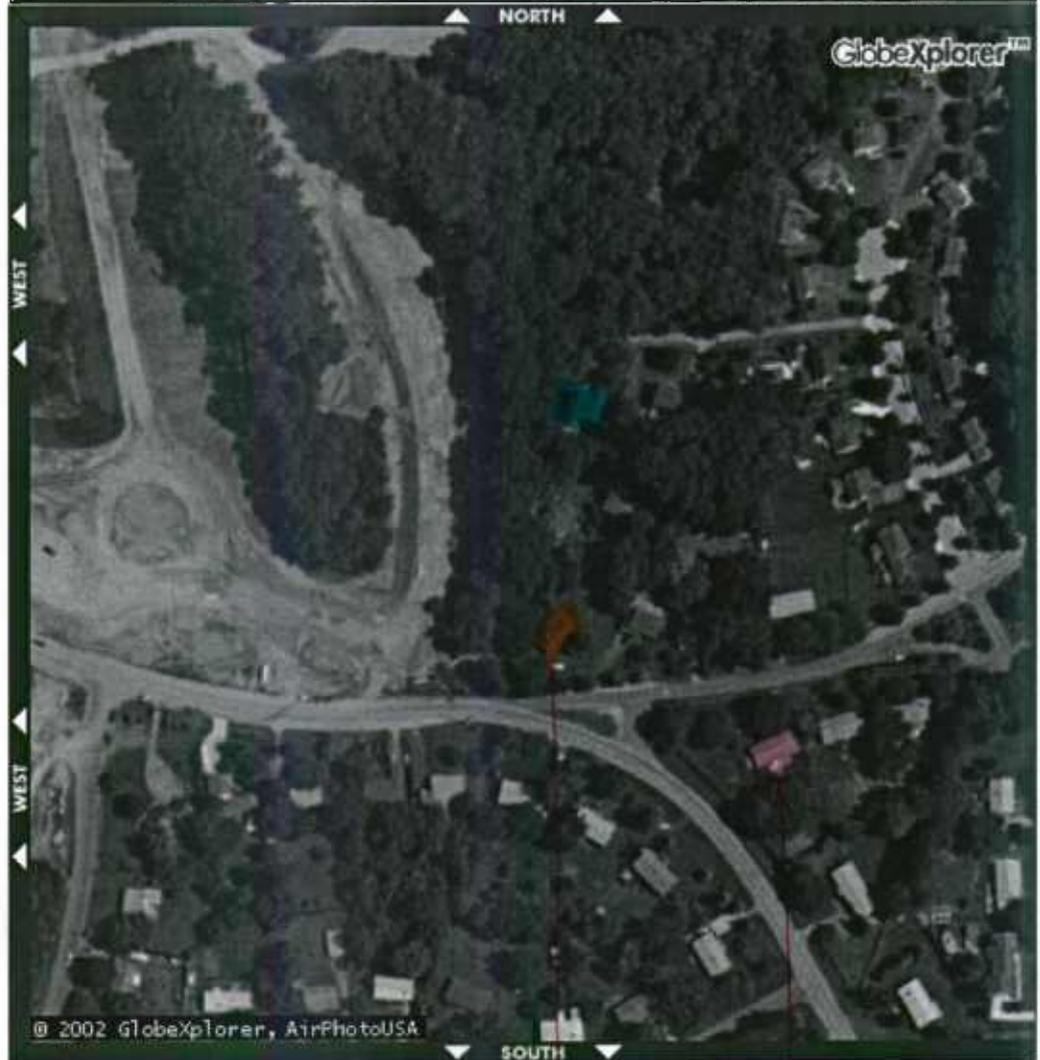


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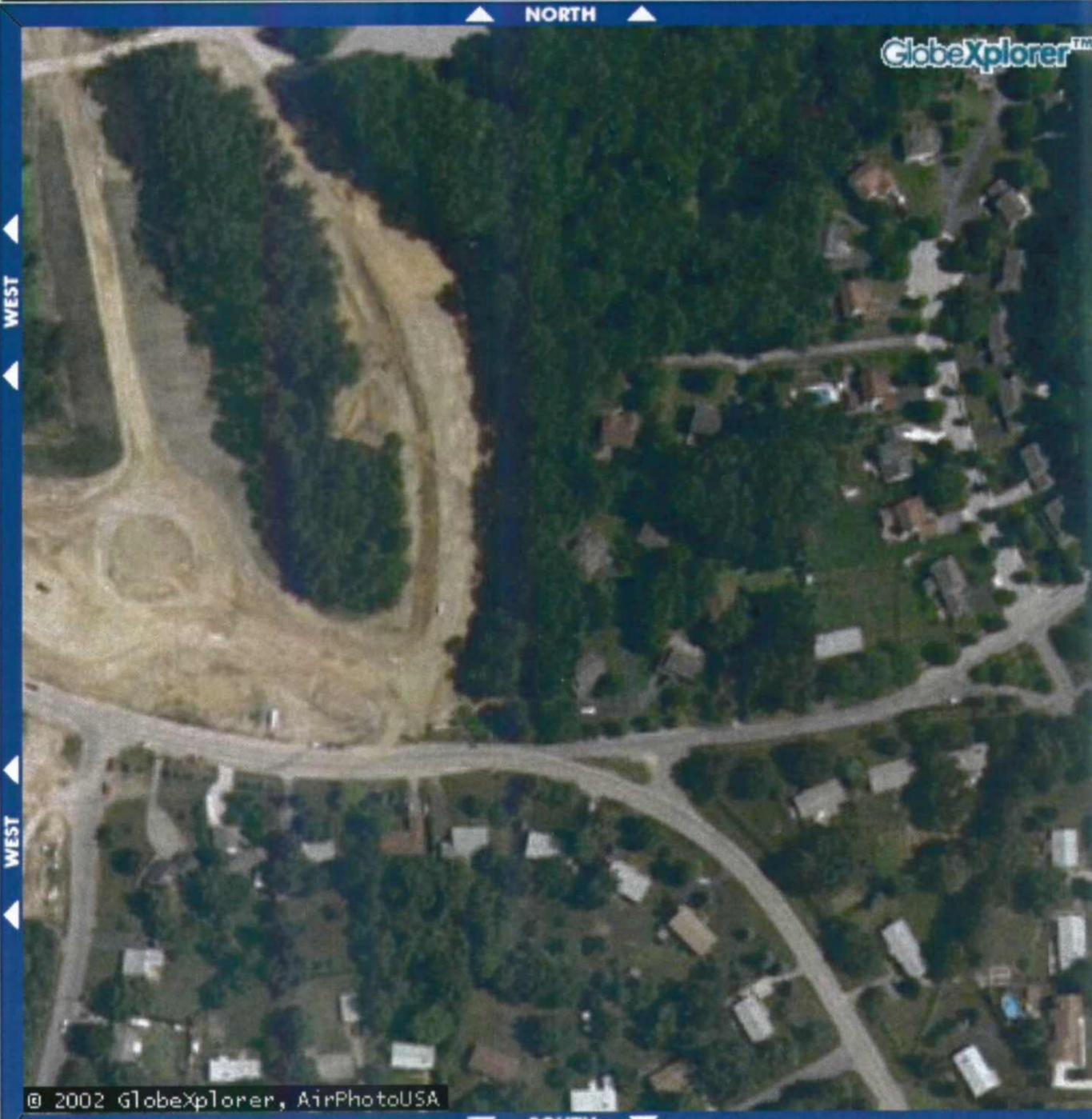
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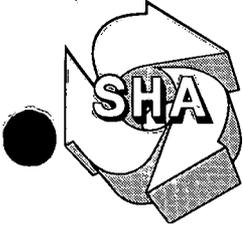
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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

April 15, 2002

Ms. Courtney Micheline  
MICHELINEC@MTA.NET  
Los Angeles County Metropolitan Transportation Authority

Dear Ms. Micheline:

This letter is a follow-up to your recent e-mail inquiry regarding engineering support costs used by the Maryland State Highway Administration. I appreciate the opportunity to respond to your inquiry.

Engineering support costs cover several different areas. Sound barrier analysis and design costs are approximately 10 to 15 percent of the construction cost and depend on the complexity of the barrier design and would also include surveys and foundation engineering. Construction management and oversight costs would be an additional 14½ percent of the construction cost. General administrative overhead is, at this time, 9.6 percent of the construction cost. These percentages do not include engineering and administrative overhead costs for general inquiries under the Type II portion of our sound barrier program.

Thank you for your e-mail inquiry. I hope this information proves to be adequate for your research product. If you have additional questions, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,  
State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Ms. Courtney Micheline  
Page Two

bcc: Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental  
Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** None

**Responding to letter dated:** Follow-up to 04-03-2002 e-mail inquiry from Ms. Micheline to  
"barrier" regarding engineering support cost percentages used by SHA for its sound barrier  
projects

Saved: 04/04/02 1:00 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\MICHELINE01.doc

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**From:** JIM HADE  
**To:** Internet: MICHELINEC@MTA.NET  
**Date:** 5/23/02 12:30PM  
**Subject:** Sound Barrier engineering costs

Ms. Michelene:

This unsent correspondence was re-discovered recently. I apologize for it's tardiness.

Jim Hade, RLA  
Team Leader for Noise Abatement  
=====

April 15, 2002

Ms. Courtney Micheline  
MICHELINEC@MTA.NET  
Los Angeles County Metropolitan Transportation Authority

Dear Ms. Micheline:

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Thank you for your e-mail inquiry. I hope this information proves to be adequate for your research product. If you have additional questions, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,  
State Highway Administration

CC: NICOLE ROSS

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From: "Micheline, Courtney" <MICHELINEC@MTA.NET>  
To: "barrier@sha.state.md.us" <barrier@sha.state.md.us>  
Date: 4/3/02 5:57PM  
Subject: Engineering support costs

Hello,

My name is Courtney Micheline and I work with the Soundwall Program at the Los Angeles County Metropolitan Transportation Authority. I am currently researching what other agencies spend on engineering support costs. This would be a percentage of the construction budget that is spent on design and construction support. I am using this information to justify our spending to our Board of Directors. Any information would be greatly appreciated.

Thank you,

Courtney Micheline

213-922-4333

design cost = 10-15% of const. cost  
depending on complexity  
(includes surveys, ~~soil borings~~  
foundation engineering)

Const. management & oversight = 14 1/2% of const. cost  
gen. admin overhead = 9.6% (at this time)

---

these numbers do not include engin & adm. overhead  
for our typical project





**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

April 29, 2002

Mr. Andrew Mikitka  
andrew.mikitka@sbt.siemens.com  
8667 Doves Fly Way  
Laurel MD 20723-1248

Dear Mr. Mikitka:

Thank you for your latest e-mail message regarding the sound barrier to be constructed as part of the highway project for the relocation of MD 216 between US 29 and I-95 in Howard County and your recent telephone conversation with Mr. Ted Severe, of our staff. I appreciate the opportunity to respond to your inquiry.

The project to modify and relocate MD 216 occurs between US 29 and I-95 in Howard County. MD 216 will be constructed to a width that will accommodate the ultimate three travel lanes in each direction but, between US 29 and Leishear Road, will be striped for two lanes in each direction. From Leishear Road to where the ramps to and from I-95 begin, MD 216 will be its full three-lane configuration in both directions. MD 216 will be two lanes in each direction where it crosses over I-95. There are no proposed changes to the ramp from eastbound MD 216 to southbound I-95. The ramp from southbound I-95 to westbound MD 216 is being modified to move it closer to MD 216. This move does not add capacity to the ramp itself but only moves the ramp closer to the homes at the northern end of Doves Fly Way.

Because of this ramp change, an additional noise analysis was performed in 2001 for the homes closest to the proposed ramp change near the northern end of Doves Fly Way. Noise level measurements were taken at 8600, 8651, and 8667 Doves Fly Way. After completion of the MD 216 project and in the 2025 design year, noise levels at these locations are predicted to be 60, 63, and 64 decibels, respectively. If these ramp improvements were not constructed, the noise levels in 2025 are predicted to be 60, 63, and 63 decibels at those same locations, representing an almost identical level of noise in either situation. The predicted noise levels would not equal or exceed the 66 decibel impact threshold we use, therefore, a sound barrier for the residences along Doves Fly Way is not warranted.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Andrew Mikitka  
Page Two

You asked, "Why weren't the Doves Fly Way residents invited to the December south side noise barrier meeting?" As indicated above, a sound barrier was deemed to not be warranted for the homes along Doves Fly Way because noise levels were not predicted to equal or exceed the 66 decibel impact threshold. It is our practice to invite to community sound barrier meetings those property owners whose homes are or will be impacted by highway traffic noise as well as those who, in the impacted communities, will benefit from the proposed sound barrier.

As you requested, we have enclosed a copy of the State's *Sound Barrier Policy* that became effective May 11, 1998, and a copy of the noise report, *Reanalysis of the Sound Barrier Analysis Report for MD 216 Relocated*, dated June 2001.

Thank you again for your e-mail message and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,  
  
Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Guy Guzzone, Member, Howard County Council
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
- The Honorable Sandra B. Schrader, Member, Senate of Maryland
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- The Honorable Frank S. Turner, Member, Maryland House of Delegates

Mr. Andrew Mikitka  
Page Three

bcc: Ms. Catherine Huntington, Project Engineer, Office of Highway Design, State Highway Administration  
Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone  
Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation

Serial #: None

OED Serial#: None

Noise Customer #: 2570

Responding to letter dated: Follow-up to 4-12-2002 e-mail message from Mr. Mikitka to Mr. Jim Hade inquiring why barrier was not extended along ramp to southbound I-95 to protect homes along Doves Fly Way (part of the Cardinal Forest community, postdates I-95)

Saved: 04/15/02 12:51 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\MIKITKA02.doc

Enclosure:

One copy of *Maryland Department of Transportation State Highway Administration Sound Barrier Policy*, dated May 11, 1998 (11 pages + covers)

One copy of *Reanalysis of the Sound Barrier Analysis Report for MD 216 Relocated*, June 2001, prepared for MD SHA by Gannett Fleming, Inc. (11 pages)

69

**From:** Mikitka Andrew <andrew.mikitka@sbt.siemens.com>  
**To:** JIM HADE <JHade@sha.state.md.us>  
**Date:** 4/16/02 4:24PM  
**Subject:** RE: MD 216 Project Noise Barriers

I spoke with Howard County Planning and Zoning and they said Plat 4447 for Cardinal Forest is dated November 14, 1979. The date the development was approved is not readily available but would pre-date the Plat. Once again this is well before the NEPA approval of the 4 lane design for MD216.

Why isn't the 5th sound barrier extended to protect the northern end of Doves Fly Way? This community is very close to both MD-216 and the east bound ramp to I-95. Was a traffic study made of the number of east bound MD-216 vehicles that would exit on 95 South? Please send me a copy. The 2001 actual count of MD-216 traffic is 165% of the 2006 projection. This leads me to believe the 2025 projection may also be low. As you know the projection is for MD-216 traffic to increase 300% by 2025 which will significantly increase the noise decibels.

Why weren't the Doves Fly Way residents invited to the December south side noise barrier meeting? I have spoke to several other residents and they were also under the impression that sound barriers protecting Doves Fly Way were included in the plan.

I am asking for your help to inform the residents of the existing project plan and also to alter the plan and extend the sound barriers on the south side of 216 through the access ramp to I-95.

Andrew Mikitka  
SIEMENS  
Siemens Building Technologies, Inc.  
Landis Division  
(301) 837-2525

-----Original Message-----

**From:** CATHERINE HUNTINGTON [mailto:CHuntington@sha.state.md.us]  
**Sent:** Monday, April 15, 2002 3:01 PM  
**To:** Mikitka Andrew  
**Cc:** JIM HADE  
**Subject:** Re: MD 216 Project Noise Barriers

Dear Mr. Mikitka,

Thank you for your phone call earlier today regarding the noise barriers along the MD 216 Relocated project. I've spoken with Mr. Hade of the Noise Abatement team regarding our conversation. His team is preparing a written response to your concerns as we discussed and as you expressed on the noise barrier webpage.

If you have other concerns regarding the MD 216 Relocated project, please do not hesitate to contact me.

Sincerely,

68

Catherine E. Huntington  
Project Manager

-----  
Office of Highway Development  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202  
410-545-8842

>>> Mikitka Andrew <andrew.mikitka@sbt.siemens.com> 04/15/02 02:51PM >>>  
Catherine here is my e-mail.

andrew.mikitka@sbt.siemens.com

Andrew Mikitka  
SIEMENS  
Siemens Building Technologies, Inc.  
Landis Division  
(301) 837-2525

CC: 'CATHERINE HUNTINGTON' <CHuntington@sha.state.md.us>

69

**From:** JIM HADE  
**To:** TED SEVERE  
**Date:** 4/16/02 4:41PM  
**Subject:** Fwd: RE: MD 216 Project Noise Barriers

Ted:

A reply to one of our transmissions. This will require a detailed response.

Jim

James Hade, RLA  
Team Leader for Noise Abatement  
Ph 410-545-8599  
Fx 410-209-5003

**CC:** NICOLE ROSS

70

**From:** JIM HADE  
**To:** TED SEVERE  
**Date:** 4/15/02 8:30AM  
**Subject:** RE: March 29 E-Mail

Ted:

Please prepare an e-mail response letter explaining that since the 1981 document analyzed two lanes in each direction, and the Administration's current plan is to provide for 3 lanes in each direction, that the earlier 1981 development date limitation was waived. However since there are no capacity improvements to the highway directly adjacent to his community (all capacity is being constructed to the west) they are not eligible for consideration under Type I.

Thanks  
Jim

>>> Mikitka Andrew <[andrew.mikitka@sbt.siemens.com](mailto:andrew.mikitka@sbt.siemens.com)> 04/12/02 04:40PM >>>  
Jim, do you know why the 5th sound barrier wasn't extended to I95 to protect the residences on Doves Fly Way? I believe this development was approved before 1981. The Summer project newsletter said that those developments approved after the 1981 NEPA would not qualify for noise barrier. The barriers between Crest Road and Leishear Road protect developments that were built after 1981, why do they get a barrier and not Doves Fly Way?

If you are not the appropriate authority to answer these questions please refer me to the correct authority. I recently bought a house on Doves Fly Way and am upset that the road noise will significantly increase. Your help will be appreciated.

Andrew Mikitka  
SIEMENS  
Siemens Building Technologies, Inc.  
Landis Division  
(301) 837-2525

-----Original Message-----

From: CHARLES ADAMS [<mailto:CAdams@sha.state.md.us>]  
Sent: Friday, April 12, 2002 10:32 AM  
To: Mikitka Andrew  
Cc: BOB FISHER; JIM HADE  
Subject: March 29 E-Mail

April 9, 2002

Mr. Andrew Mikitka  
[andrew.mikitka@sbt.siemens.com](mailto:andrew.mikitka@sbt.siemens.com)  
Siemens Building Technologies, Inc.  
6901 Muirkirk Meadows Drive  
Beltsville MD 20705-6305

Dear Mr. Mikitka:

Thank you for your recent e-mail message regarding the sound barrier to be

71

constructed as part of the highway project for the relocation of a portion of MD 216 between US 29 and I-95 in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) will be constructing five sound barriers along this section of MD 216 as part its relocation between US 29 and I-95. These sound barriers will on both sides of MD 216 between US 29 and Crest Road and on both sides of MD 216 between Crest Road and Leishear Road. The fifth barrier will be located on eastbound MD 216 from Leishear Road to approximately 900 feet west of the ramp from MD 216 to southbound I-95. Construction of the MD 216 Relocated project is scheduled to begin in the Fall of 2002 with anticipated completion by the Spring of 2005. The fifth sound barrier is designed to abate future increases in highway traffic noise for the homes located at the northern end of Shady Acres Lane.

Thank you for your inquiry. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

CC: NICOLE ROSS

<b>Customer Info. View for 2001</b>				Monday, April 15, 2002 11:44 AM		TSevere	
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?	
2570		04/15/2002	E-mail	MIKITKA	Mr. Andrew	<input checked="" type="checkbox"/>	
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu		
8667	Doves Fly Way	HO	Laurel	20723-1248	private		
Elected Official whom has communicated directly to us on this custome							Find Next
DAY PHONE	HOME PHONE	E-Mail address		COMMUNITY			
301-837-2525	301-498-7857	andrew.mikitka@sbt		Cardinal Forest			
Logical Project Limits	ROADWAY	I-95	BarrierName				
Southwest quadrant I-95/MD 216 interchange							
RESPONSE	INQUIRY			2nd Contact			
described Type I & II - Cardinal Forest evaluated by SHA - postdates I-95 and is not eligible for Type II barrier				why isn't easternmost barrier along MD 216 relocated being extended along the ramp to I-95?			
Last Contact	Researcher	Primary SHA Contact		Construction Projects			
04/12/2002		None					
FILE LOCATIO	OTHER	Current committmen					
Do we owe a letter?	Letter Commit due date	04/26/2002					
<input checked="" type="checkbox"/>	Letter signed date	Reason Letter is Late		n/a			
LAST action							
4-12-02 Mr. Mikitka e-mailed Jim Hade; wants to know why barrier is not being extended along ramp to protect Doves Fly Way residents (part of Cardinal Forest - postdates I-95 and is not eligible for Type II barrier)							
Comments: This field can not be sorted or searched.							
OPPE or Hwy rep.current type 1 inf							
04-2002 EO's Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cndl Guy Guzzone, Spec. Asst. to Cndl. Guzzone, Ms. Deanna Peel 3-29-02 Mr. Mikitka emailed "barrier"; wanted to know if barriers were to be installed on south side of MD216 between Leishear Rd and I-95 ramp; in 4-12-02 email response OED/NAT indicated that barrier on south side of MD 216 began at Leishear Road and ended approx. 900 feet west of ramp from MD 216 to SB I-95 and it would protect homes at north end of Shady Acres Lane.							
Comment Journal, and letter hyperlinks				\\shadgn\vol1\usertoed\Noise\Dbase\Customer_notest			
Consultant Fir				1-888-375-1975 outside MD			



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--	---

Account Identifier: District - 06 Account Number - 454623

**Owner Information**

<b>Owner Name:</b>	MIKITKA ANDREW MIKITKA MARIA T/E	<b>Use:</b>	RESIDENTIAL
<b>Mailing Address:</b>	8667 DOVES FLY WAY LAUREL MD 20723-1248	<b>Principal Residence:</b>	YES
		<b>Deed Reference:</b>	1) / 6048/ 607 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
8667 DOVES FLY WAY LAUREL 20723	R20	LOT 42 30801 SQ 8667 DOVES FLY WAY E CARDINAL FOREST

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
47	13	936				42	81	Plat Ref:

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1982	2,206 SF	30,796.00 SF	

Stories	Basement	Type	Exterior SIDING
2	YES	STANDARD UNIT	

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2002	Value As Of 07/01/2001	Value As Of 07/01/2002
Land:	82,530	94,530		
Improvements:	134,720	182,810		
<b>Total:</b>	<b>217,250</b>	<b>277,340</b>	<b>217,250</b>	<b>237,280</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> CAMPBELL CAROL M	<b>Date:</b> 03/12/2002	<b>Price:</b> \$274,500
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 6048/ 607	<b>Deed2:</b>
<b>Seller:</b> CAMPBELL HARRY C	<b>Date:</b> 09/10/1993	<b>Price:</b> \$0
<b>Type:</b> NOT ARMS-LENGTH	<b>Deed1:</b> / 2979/ 314	<b>Deed2:</b>
<b>Seller:</b> ROHRKEMPER ARTHUR	<b>Date:</b> 05/03/1984	<b>Price:</b> \$145,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 1247/ 175	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

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**Find Person: mikitka**

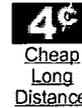
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Listings 1-1 of 1

**Mikitka, A**  
 3034 Beaver Creek Rd  
 Laurel, MD 20724  
 301-498-7857

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Listings 1-1 of 1

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Bar

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 address*

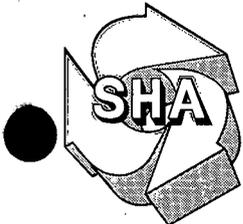


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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

April 12, 2002

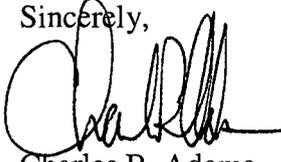
Mr. Andrew Mikitka  
[andrew.mikitka@sbt.siemens.com](mailto:andrew.mikitka@sbt.siemens.com)  
Siemens Building Technologies, Inc.  
6901 Muirkirk Meadows Drive  
Beltsville MD 20705-6305

Dear Mr. Mikitka:

Thank you for your recent e-mail message regarding the sound barrier to be constructed as part of the highway project for the relocation of a portion of MD 216 between US 29 and I-95 in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) will be constructing five sound barriers along this section of MD 216 as part its relocation between US 29 and I-95. These sound barriers will on both sides of MD 216 between US 29 and Crest Road and on both sides of MD 216 between Crest Road and Leishear Road. The fifth barrier will be located on eastbound MD 216 from Leishear Road to approximately 900 feet west of the ramp from MD 216 to southbound I-95. Construction of the MD 216 Relocated project is scheduled to begin in the Fall of 2002 with anticipated completion by the Spring of 2005. The fifth sound barrier is designed to abate future increases in highway traffic noise for the homes located at the northern end of Shady Acres Lane.

Thank you for your inquiry. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration  
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
The Honorable Mary Lorsung, Member, Howard County Council  
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates  
The Honorable Frank S. Turner, Member, Maryland House of Delegates  
The Honorable Sandra B. Schrader, Member, Senate of Maryland  
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Mr. Andrew Mikitka  
Page Two

bcc: Gary E. Bush, P.E., Project Manager, Whitman Requardt & Associates, LLP  
Ms. Catherine Huntington, Project Engineer, Office of Highway Design, State  
Highway Administration  
Mr. Patrick A. Minnick, District Right of Way, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 03-29-2002 e-mail message from Mr. Mikitka to  
"barrier" requesting if the barrier planned for the eastbound (south side) of MD 216 Relocated  
will be installed on the ramp from eastbound MD 216 to southbound I-95

Saved: 04/04/02 8:26 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\MIKITKA01.doc

77

**From:** CHARLES ADAMS  
**To:** internet: andrew.mikitka@sbt.siemens.com  
**Date:** 4/12/02 10:31AM  
**Subject:** March 29 E-Mail

April 9, 2002

Mr. Andrew Mikitka  
[andrew.mikitka@sbt.siemens.com](mailto:andrew.mikitka@sbt.siemens.com)  
Siemens Building Technologies, Inc.  
6901 Muirkirk Meadows Drive  
Beltsville MD 20705-6305

Dear Mr. Mikitka:

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Thank you for your inquiry. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

**CC:** BOBBY FISHER; JIM HADE

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From: Mikitka Andrew <andrew.mikitka@sbt.siemens.com>  
 To: "barrier@sha.state.md.us" <barrier@sha.state.md.us>  
 Date: 3/29/02 9:52AM  
 Subject: MD 216 Relocation and Widening

Please let me know if sound barriers will be installed on the South side of 216 between Leishear road and I 95. If so will the barriers be installed on the eastbound 216 ramp to southbound 95?

Andrew Mikitka  
 SIEMENS  
 Siemens Building Technologies, Inc.  
 Landis Division  
 (301) 837-2525

Siemens Building Technologies  
 6901 Muirkirk Meadows Dr.  
 Beltsville MD 20705-6305  
 [301-837-2500]

BARRIER ON SOUTH MD 216 TO END APPROX. 900' WEST OF  
 MERUG/RAMP FROM EB MD 216 TO SB I-95.

HO CO: DIST. ~~Mary Lansing?~~  
GUY GUZZONE

LETTER  
 FORMAT  
 FOR  
 JIM'S  
 GOIT/SEND  
 (AM)

301-498-7857

Customer Info. View for 2001

Monday, April 15, 2002 11:50 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2570		04/15/2002	E-mail	MIKITKA	Mr. Andrew	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
8667	Doves Fly Way	HO	Laurel	20723-1248	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-837-2525	301-498-7857	andrew.mikitka@sbt	Cardinal Forest

Logical Project Limits	ROADWAY: I-95	BarrierName
------------------------	---------------	-------------

Southwest quadrant I-95/MD 216 interchange

RESPONSE	INQUIRY	2nd Contact
described Type I & II - Cardinal Forest evaluated by SHA - postdates I-95 and is not eligible for Type II barrier		why isn't easternmost barrier along MD 216 relocated being extended along the ramp to I-95?
Last Contact	Researcher:	Primary SHA Contact
04/12/2002		None

FILE LOCATIO	OTHER	Current committmen	Construction Projects
--------------	-------	--------------------	-----------------------

Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 04/26/2002	Reason Letter is Late n/a
---	------------------------------------	---------------------------

LAST action

4-12-02 Mr. Mikitka e-mailed Jim Hade; wants to know why barrier is not being extended along ramp to protect Doves Fly Way residents (part of Cardinal Forest - postdates I-95 and is not eligible for Type II barrier)



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

04-2002 EO's Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cncl Guy Guzzone, Spec. Asst. to Cncl. Guzzone, Ms. Deanna Peel 3-29-02 Mr. Mikitka emailed "barrier"; wanted to know if barriers were to be installed on south side of MD216 between Leishear Rd and I-95 ramp; in 4-12-02 email response OED/NAT indicated that barrier on south side of MD 216 began at Leishear Road and ended approx. 900 feet west of ramp from MD 216 to SB I-95 and it would protect homes at north end of Shady Acres Lane.

Comment Journal, and letter hyperlinks \\shadgntvol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

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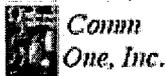
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**Siemens Building Technologies**  
6901 Muirkirk Meadows Drive  
Beltsville, MD 20705

301-837-2500

[Nearby Businesses](#) | [Directions](#)

Rela  
Rate:

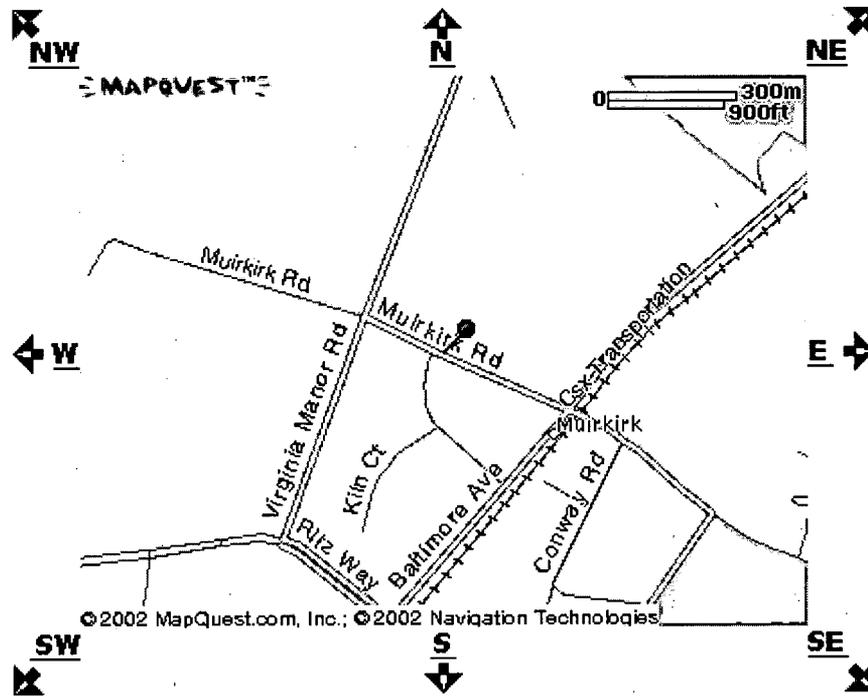


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**Map of Beltsville, MD**

**Navigate the map**

Click anywhere on the map to center on a point and use the arrows to move in any direction.



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Click anywhere on map to center on that point

**Directions to this location**

Where are you coming from?

Address/intersection

DO NOT include apartment/suite number

City



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 4, 2002

Ms. Cathy Miller  
Greenway Village Apartments  
7232 Hanover Parkway  
Greenbelt MD 20770-2004

Dear Ms. Miller:

Thank you for your recent e-mail message regarding the installation of sound barriers along I-95/I-495 near Greenbelt in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. SHA is considering various transportation capacity improvements for the entire I-495 corridor. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including noise level impacts. Ms. Sue Rajan, with SHA's Office of Planning and Preliminary Engineering, may be able to offer you additional information on this subject. She can be reached at 410-545-8514 or, by e-mail, at [srajan@sha.state.md.us](mailto:srajan@sha.state.md.us). She will be happy to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. SHA has evaluated the area along I-495 that includes the Greenway Village Apartments for Type II sound barrier consideration. Our investigation determined that the Greenway Village Apartments was constructed in 1966, after the 1964 opening date for I-495. Based on this information, the Greenway Village Apartments area cannot be considered for Type II sound barriers because it postdates I-495. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide on Sound Barriers*, that outlines the State's Sound Barrier Policy.

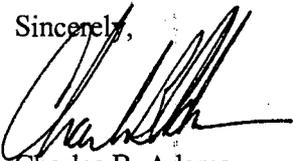
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Cathy Miller  
Page Two

Thank you again for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will also be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates
- The Honorable Leo E. Green, Member, Senate of Maryland
- The Honorable James W. Hubbard, Member, Maryland House of Delegates
- The Honorable Joan B. Pitkin, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Audrey E. Scott, Member, Prince George's County Council
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Ms. Cathy Miller  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2622

**Responding to letter dated:** Follow-up to 08-21-2002 e-mail from Ms. Miller to "barrier" requesting the information be forwarded "on the installation of sound barrier along 495 North Greenbelt Rt. 193 area."

Saved: 08/22/02 1:11 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\MILLERC01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

84

**From:** "Greenway Village" <GreenwayVillage@Mindspring.com>  
**To:** "Md. State Highway" <barrier@sha.state.md.us>  
**Date:** 8/21/02 4:27PM  
**Subject:** sound barriers

August 21, 2002

Good Afternoon

Could you please forward information on the installation of sound barriers along 495 North Greenbelt Rt. 193 area. Will barriers be installed in this area and if not, how does one apply or make a complaint regarding no barriers. I'm the resident manager of Greenway Village Apts, which is off 495N/Exit 22A. My property has 5 buildings right next to the beltway/along a fence line. This section of 495 has no trees to block the noise. While traveling further south towards AAFB the highway administration is currently installing the barriers. I would appreciate any assistance in this matter.

Sincerely,

Cathy Miller  
Greenway Village Apts.  
e-mail address: greenway@earthlink.net

301-345-3000  
7232 HANOVER PARKWAY  
GREENBELT MD 20770-2004

EO's - Dist 23 Sen. Leo E. Green  
Del. Mary A. Conroy  
James W. Hubbard  
Joan B. Pitkin

---

PG CO - DIST: 4. AUDREY E. SCOTT

Customer Info. View for 2001

Thursday, August 22, 2002 12:23 PM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2622		08/22/2002	E-mail	MILLER	Ms. Cathy	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
7232	Hanover Parkway	PG	Greenbelt	20770-2004	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-345-3000		greenway@earthlink	Schrom Village

Logical Project Limits | ROADWAY: I-95/I-495 | BarrierName

outer loo I-95-I/495 between Exit 22 and Good Luck Road

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria; I-495 to be studied for traffic improvement alternatives; Type I eval if needed then; fail Type II for date (apts 1966/I-495 1964)	will barriers be built? If not, how can process be started?	
	Last Contact	Researcher:
	08/21/2002	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATIO	OTHER	Current committmen
		None
advise status (Type I & II); sent Resource Guide		

Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 08/30/2002	Reason Letter is Late: n/a
---	------------------------------------	----------------------------

LAST action | Letter signed date |

8-21-02 Ms. Miller e-mailed "barrier" to find info on getting barriers near her apt. complex along I-95/495; no trees along 495 in this area; noted barrier being installed near AAFB (Auth Village); what can be done?



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

08-2002 EO's Dist. 23 Sen. Leo E. Green; Dels. Mary A. Conroy; James W. Hubbard; Joan B. Pitkin; PG Cncl Audrey E. Scott

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD

# To Meet 100% of our Commitments!

86

Click here for a plain text ADA compliant screen.

 <b>Maryland Department of Assessments and Taxation</b> <b>PRINCE GEORGE'S COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	---

Account Identifier: District - 21 Account Number - 2410686

**Owner Information**

<b>Owner Name:</b>	N W D F ASHER MANAGEMENT II INC	<b>Use:</b>	APARTMENTS
<b>Mailing Address:</b>	7345 S PIERCE ST STE 100 LITTLETON CO 80128-4592	<b>Principal Residence:</b>	NO
		<b>Deed Reference:</b>	1) / 7115/ 373 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
7232 HANOVER PKWY LANHAM 20706	R18	N PT PAR A EQ 14.8542 AC SCHROM VILLAGE

<b>Map</b>	<b>Grid</b>	<b>Parcel</b>	<b>Subdivision</b>	<b>Section</b>	<b>Block</b>	<b>Lot</b>	<b>Group</b>	<b>Plat No:</b>	<b>Plat Ref:</b>	
34	F3		5290				80			A-5700

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>
	08

<b>Primary Structure Built</b>	<b>Enclosed Area</b>	<b>Property Land Area</b>	<b>County Use</b>
1966		14.85 AC	004

<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
		01/01/2001	07/01/2002	07/01/2003
<b>Land:</b>	1,617,100	1,617,100		
<b>Improvements:</b>	8,627,800	9,125,400		
<b>Total:</b>	10,244,900	10,742,500	10,576,632	10,742,500
<b>Preferential Land:</b>	0	0	0	0

**Transfer Information**

<b>Seller:</b> ZH CONTROL COMPANY	<b>Date:</b> 10/14/1988	<b>Price:</b> \$0
<b>Type:</b> NOT ARMS-LENGTH	<b>Deed1:</b> / 7115/ 373	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b> 12/17/1985	<b>Price:</b> \$10,000,000
<b>Type:</b> UNKNOWN	<b>Deed1:</b> / 6236/ 828	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

<b>Partial Exempt Assessments</b>	<b>Class</b>	07/01/2002	07/01/2003
<b>County</b>	000	0	0
<b>State</b>	000	0	0
<b>Municipal</b>	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

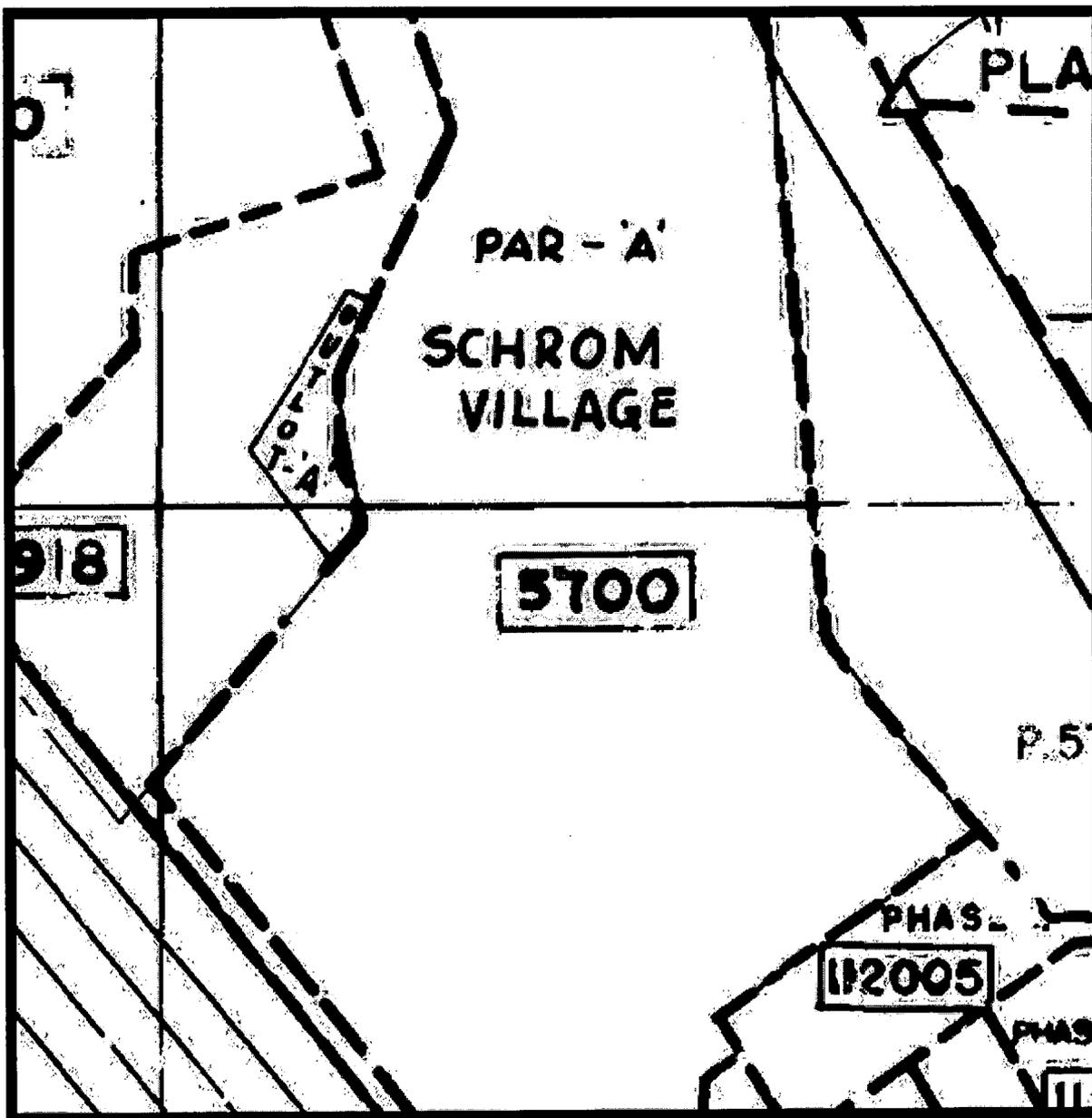
87



Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
Real Property Data Search

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District - 21 Account Number - 2410686



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)



20705

20770

20771

**GREENBELT**

**NASA GODDARD SPACE FLIGHT CENTER**

**GREENBELT LAKE VILLAGE**

**NEW CARROLLTON**

Area 1000

Area 400

Area 500

Exit-23

Exit-22

193

95

495

**GREENBELT**

**PARK**

Parasitology Institute  
US Federal Government

National Agriculture Substation

State Hwy Admin  
KENNEDY AVENUE

Greenbelt Park  
Greenbelt Lake

GOLDEN TRIANGLE OFC PK  
GOLDEN TRIANGLE CAPITOL

GREENBELT UNIVERSITY  
LAKESIDE

GREENBELT HS  
OMNI CENTER

HANOVER OFC PK  
TRADE CENTER

COMMERCIAL CENTER  
EMILY'S WAY

CIPRIANO SPRINGS  
CIPRIANO SPRINGS SHOP

BRAE BROOKE VIL  
CIPRIANO WOOD

GREENBELT LAKE VILLAGE  
GOOD LUCK

WOODHOLME FOREST  
PRESLEY MANOR

WOODHOLME FOREST  
SEABROOK

WOODHOLME FOREST  
SEABROOK

WOODHOLME FOREST  
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WOODHOLME FOREST

SEABROOK  
WOODHOLME FOREST

Parasitology Institute  
US Federal Government

National Agriculture Substation

State Hwy Admin  
KENNEDY AVENUE

Greenbelt Park  
Greenbelt Lake

GOLDEN TRIANGLE OFC PK  
GOLDEN TRIANGLE CAPITOL

GREENBELT UNIVERSITY  
LAKESIDE

GREENBELT HS  
OMNI CENTER

HANOVER OFC PK  
TRADE CENTER

COMMERCIAL CENTER  
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CIPRIANO SPRINGS SHOP

BRAE BROOKE VIL  
CIPRIANO WOOD

GREENBELT LAKE VILLAGE  
GOOD LUCK

WOODHOLME FOREST  
PRESLEY MANOR

WOODHOLME FOREST  
SEABROOK

WOODHOLME FOREST  
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WOODHOLME FOREST  
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WOODHOLME FOREST

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WOODHOLME FOREST

SEABROOK  
WOODHOLME FOREST



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

September 23, 2002

Ms. Deborah Moore  
Principal  
Middleton Valley Elementary School  
4815 Dalton Street  
Temple Hills MD 20748-3745

Dear Ms. Moore:

This letter is to request two copies of the *School Facility Use* form for the State Highway Administration to request the use of the cafeteria at the Middleton Valley Elementary School for two community meetings. I appreciate the opportunity to make this request.

The State Highway Administration is proposing to construct sound barriers to protect the Yorkshire Village, Woodlane and Temple Hills Terrace communities from the effects of high levels of highway traffic noise coming from nearby I-95/I-495 in Prince George's County. Part of the project design process is to conduct an informational community meeting to present the sound barrier design to those homeowners in the communities who are impacted by highway traffic noise and who would benefit from the construction of the proposed sound barriers. We are proposing to conduct two such meetings, one for the Woodlane and Yorkshire Village communities and the second for the Temple Hills Terrace community.

We would like to schedule the meeting for the Yorkshire Village and Woodlane communities for Wednesday, October 23, 2002. We would like to schedule the meeting for the Temple Hills Terrace community for Thursday, October 24, 2002. If the proposed dates of October 23 and 24 are not feasible, please advise us of the next available dates. Please forward the *School Facility Use* forms to Ms. Nicole Ross, our Community Liaison Representative. A postage-paid, pre-addressed envelope is enclosed for your use. The time frame for the use of the cafeteria for each of these meetings would be from approximately 6 to 9:30 p.m.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

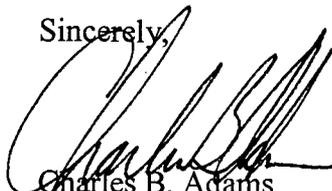
Ted,

Please Fax the final  
version (signed letter) to  
Mrs. Butler, Secretary  
at 301-702-7572.  
(Middleton Valley Elem.  
School)

Ms. Deborah Moore  
Page Two

Thank you for your assistance in scheduling these two community meetings. If you have any questions or concerns about this matter, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

- cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Ms. Deborah Moore  
Page Three

bcc: Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:**

Saved: 09/20/02 8:49 AM by: T.E. Severe

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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

June 26, 2002

Mr. Paul R. Mugge  
16101 Chester Mill Terrace  
Silver Spring MD 20906-1167

Dear Mr. Mugge:

This letter is a follow-up to your inquiry to Mr. Doug Simmons, Director of the State Highway Administration's Office of Planning and Preliminary Engineering, regarding a noise study near your home in the Norwood Village community adjacent to the intersection of Norbeck Road (MD 28) and Layhill Road (MD 182) in Montgomery County. I appreciate the opportunity to respond to your inquiry.

Montgomery County is currently constructing the extension of Norbeck Road (MD 28) that begins at the intersection of Norbeck and Layhill Roads and ends at the intersection of New Hampshire Avenue (MD 650) and Spencerville Road (MD 198). The State Highway Administration does not have a noise level study for this County road project. For information about this County road project including any noise level studies, please contact Mr. Edgar Gonzalez, Deputy Director for Transportation Policy for the Montgomery County Department of Public Works and Transportation. His mailing address is 101 Monroe Street, Rockville, Maryland 20850. Mr. Gonzalez' telephone number is 240-777-7200.

The State Highway Administration (SHA) is beginning a corridor improvement study for the MD 28/MD 198 corridor from east of MD 97 (Georgia Avenue) to US 29/I-95. This study is just beginning and the environmental investigations, including highway noise, will not begin for at least twelve months. Mr. Shawn Burnett is the Project Manager for this study and he can be reached at either 410-545-8531 or, by e-mail, at sburnett@sha.state.md.us. He will be very happy to add your name to the list of citizens interested in this project so that, as information is developed, you would be kept up to date.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Paul R. Mugge  
Page Two

A second source of a noise study for your area would be in the environmental documentation for the Inter-County Connector (ICC) project. The environmental documents are available for review and copying at most of Montgomery County Public Libraries. However, copies of the full technical reports for the ICC project are only available for review and copying at the following Montgomery County Public Library locations:

Gaithersburg Regional Branch  
18330 Montgomery Village Avenue  
Gaithersburg MD 20879

Rockville Regional Branch Business & Government Information  
Center – Federal Government Documents  
99 Maryland Avenue  
Rockville MD 20850

Wheaton Regional Branch/Health Information Center  
11701 Georgia Avenue  
Wheaton MD 20902

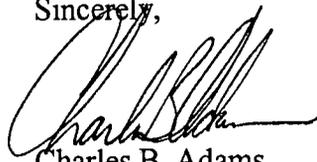
These documents are also available for review and copying in Prince George's County at the following location:

Prince George's County Public Library  
Laurel Branch  
607 7t Street  
Laurel MD 20707

Mr. Paul R. Mugge  
Page Three

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

- cc: Mr. Shawn Burnett, Office of Planning and Preliminary Engineering, State Highway Administration
- The Honorable Howard A. Denis, Member, Montgomery County Council
- Mr. Edgar Gonzalez, Deputy Director for Transportation Policy, Montgomery County Department of Public Works and Transportation
- The Honorable Henry B. Heller, Member, Maryland House of Delegates
- The Honorable Adrienne A. Mandel, Member, Maryland House of Delegates
- The Honorable Carol S. Petzold, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Douglas Simmons, Director, Office of Planning and Preliminary Engineering, State Highway Administration
- The Honorable Leonard H. Teitelbaum, Member, Senate of Maryland
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. Paul R. Mugge  
Page Four

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2600

**Responding to letter dated:** Follow-up to 05-31-2002 e-mail from Mr. Mugge to Mr. Doug Simmons, requesting "pursuant to the freedom of information act, I would like to get copies of the decibel noise estimate studies" that "were done around my house."

Saved: 06/11/02 11:01 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\MUGGEPR01.doc

97

From: Sue RAJAN  
To: DOUG SIMMONS  
Date: 6/3/02 8:06AM  
Subject: Re:

Doug,

We will check with OED on the status of the noise wall and respond back to Mr. Mugge. This is outside of our project area.

Thank you  
Sue

>>> DOUG SIMMONS 06/03/02 07:41AM >>>

Thank you for your email. I have forwarded it to Ms. Sue Rajan, our project manager for response. If you have any questions, or would like to discuss this with Ms. Rajan you may reach her at 410-545-8514.

>>> Paul Mugge <prmmugge@yahoo.com> 05/31/02 07:13PM >>>

Dear Mr. Simmons -  
Director of Office of Planning and Preliminary  
Engineering -

How can I get the sound measurement studies that were performed at my house at 16101 Chester Mill Terrace? I have the only house that is affected on two sides at 28 and Layhill roads. I have been informed that the studies that were done around my house clearly justify the installation of a sound reducing wall, but I have not been informed any walls will be built. Therefore, pursuant to the freedom of information act, I would like to get copies of the decibel noise estimate studies. Thank you in advance for your help and cooperation.

Regards,  
Paul R. Mugge

Do You Yahoo!?  
Yahoo! - Official partner of 2002 FIFA World Cup  
<http://fifaworldcup.yahoo.com>

CC: YOLANDA LANGHORNETHOMPSON

6/11/02 - Mr. Bob Simpson MOCO - left message to return call -  
did MOCO do noise study as part of Norbeck Rd Ext'd proj? ←

WTB - don't NORBECK RD STAY f MOCO - Jerry Macaulay MOCO - 240-777-7282  
← noise study done (WTB here - also - need MOCO  
Sh do  
obd  
sm  
Prof. Mugge.

MOCO 1/98 Conduct study of NORBECK EAVI approx 12-14 mos before EAVI study to begin

[the study did include this area]

Contact Shan Burnett

98

**From:** JIM HADE  
**To:** ALLISON CAUTHORN  
**Date:** 6/11/02 11:23AM  
**Subject:** Re: MD 28 (Norbeck Rd) at MD 182 (Layhill Rd)

Allison:

We have received an inquiry from Mr. Paul Mugge, residing at 16101 Chester Mill Terrace, Silver Spring MD 20906. The property is in the southwest quadrant of the intersection of MD 28 (Norbeck Rd) and MD 182 (Layhill Rd). He is requesting a copy of a noise study done near his home. It's my understanding that Montgomery County is presently constructing Norbeck Road Extended, that continues Norbeck Rd to connect with MD 198 at MD 650 and that SHA is planning an expansion of MD 28 the extends in both directions from the present Montgomery County roadway project (and includes the Nobeck Road Extension). Do we know if Montgomery County performed noise studies as part of the current Norbeck Road Extension project?

Any information you can provide about this area would be of great assistance in our written response to Mr. Mugge. Please respond to Mr. Ted Severe, Administrative Assistant Noise Abatement Team, X8600

Thanks

James Hade, RLA  
Team Leader for Noise Abatement  
Ph 410-545-8599  
Fx 410-209-5003

**CC:** KEN POLCAK; NICOLE ROSS; TED SEVERE

99

**From:** DARRELL SACKS  
**To:** TED SEVERE  
**Date:** 6/12/02 9:22AM  
**Subject:** MD 28

Ted,

Also try Glenn Smith in Regional Planning at x 5675. He's the SHA regional planner for Montgomery County and may know of some projects.

NOTES – MD 28/MD 198 Corridor – Montgomery County

- 1. Norbeck Road Extended – Montgomery County is currently constructed “Norbeck Road Extended” between the intersection of Norbeck and Layhill Roads to the intersection of New Hampshire Avenue (MD 650) and Spencerville Road (MD 198). Shawn Burnett, from WTB, said that WTB designed this road and that Montgomery County did have a noise study made in conjunction with the project. WTB has a copy of the noise report but suggests that, if SHA would need to get a copy, to contact Montgomery County. Mr. Jerry McCauley is the Project Manager, 240-777-7282. [TES called Mr. McCauley and left a voice mail message to have Mr. McCauley call back]
  
- 2. SHA preparing to perform a corridor improvement study of the MD 28/MD 198 corridor from east of MD 97 (Georgia Avenue) to the US 29/I-95 Corridor. The Alternates Public Workshop was conducted 4 June 2002 at the James H. Blake High School, 300 Norwood Road, Silver Spring MD 20905. A copy of the handout/booklet from the workshop was provided to OED/NAT. Mr. Shawn Burnett will be Project Manager. (410-545-8531 or, by e-mail, [sburnett@sha.state.md.us](mailto:sburnett@sha.state.md.us)). Shawn indicates that the environmental studies will be beginning in about 12-14 months (mid-summer 2003 +/-).
  
- 3. The area where Mr. Mugge resides was also studied as part of the ICC Study. Copies of the environmental documentation are available at a number of Montgomery County Public Libraries. Shawn provided a list of these library locations. Full technical reports for the ICC Study are only available at three locations in Montgomery County and one in Prince George’s County. Documents at the libraries are available for review and copying. The locations having copies of the technical reports are:

Gaithersburg Regional Branch  
 18330 Montgomery Village Avenue  
 Gaithersburg MD 20879

Rockville Regional Branch Business & Government Info. Ctr. – Fed. Gov. Documents  
 99 Maryland Avenue  
 Rockville MD 20850

Wheaton Regional Branch  
 Health Information Center  
 11701 Georgia Avenue  
 Wheaton MD 20902

Prince George’s County Library  
 Laurel Branch  
 607 7thStreet  
 Laurel MD 20707

Customer Info. View for 2001

Thursday, June 06, 2002 01:46 PM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2600		06/06/2002	E-mail	MUGGE	Mr. Paul R.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
16101	Chester Mill Terrace	MO	Silver Spring	20906-1127	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
		pr mugge@yahoo.co	Norwood Village

Logical Project Limits | ROADWAY: MD 28 | BarrierName

SW quadrant of intersection of MD 28 (Norbeck Rd) & Layhill Rd (MD 182)

RESPONSE	INQUIRY	2nd Contact
	wants copy of noise level measurements taken near his home	
	Last Contact	Researcher:
	05/31/2002	Primary SHA Contact
		Construction Projects

FILE LOCATIO	OTHER	Current committmen	None

Do we owe a letter?	Letter Commit due date:	Reason Letter is Late
<input type="checkbox"/>		n/a

LAST action



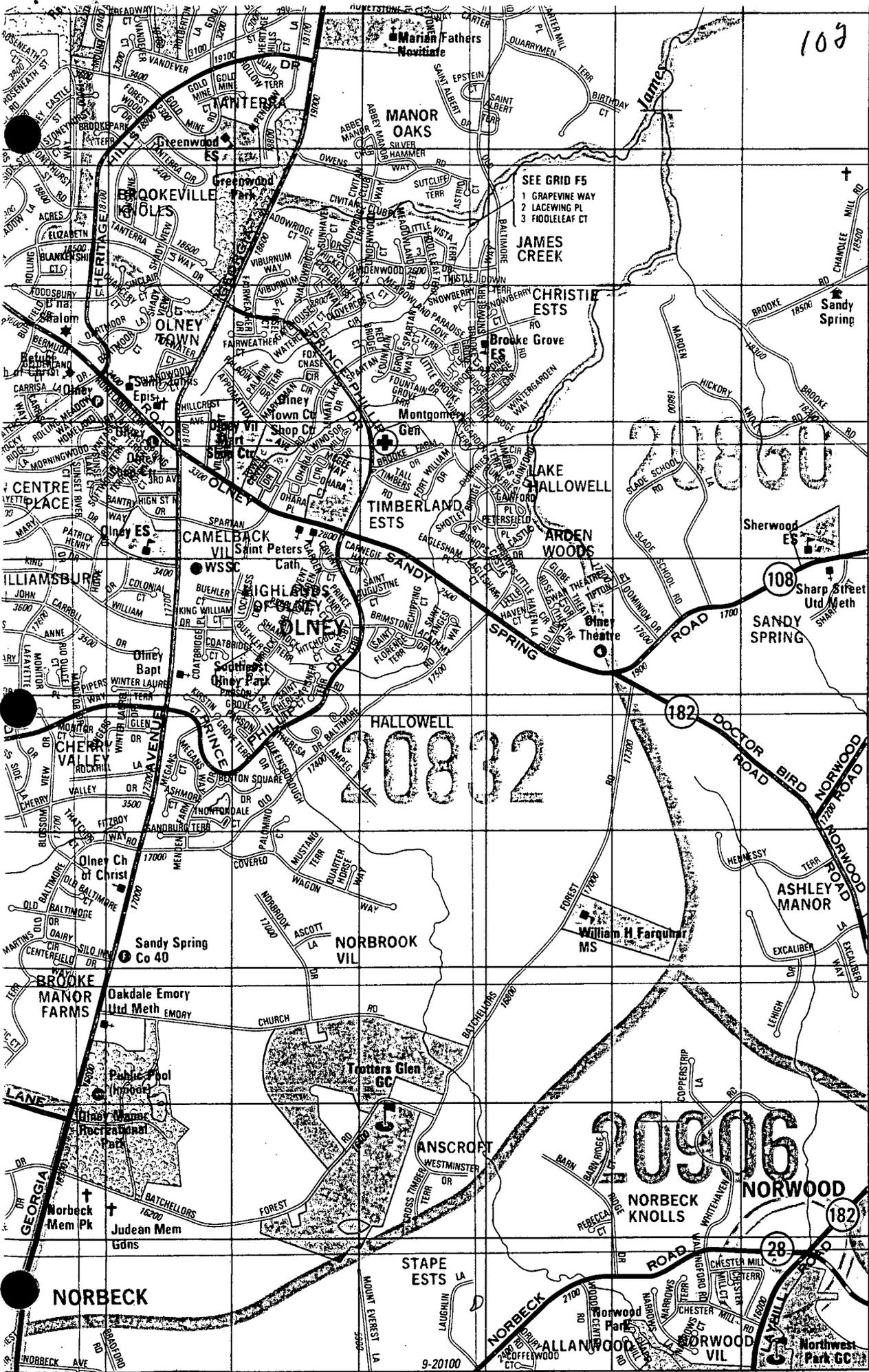
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 19 Sen. Leonard H. Teitelbaum; Dels. Henry B. Heller; Adrienne A. Mandel; Carol S. Petzold; MO Cncl Howard A. Denis  
 05-31-2002 Mr. Mugge e-mailed Mr. Doug Simmons (Director OPPE) requesting, under the Freedom of Information Act, a copy of noise level measurement study for community at intersection of MD 28 (Norbeck Rd) and MD 182 (Layhill Rd). Mr. Mugge has been "informed that the studies were done around [his] house clearly justify the installation of a sound reducing wall. Therefore, pursuant to the freedom of information act, [he] would like to get copies of the decibel noise estimate studies." Mr. Mugge's e-mail was forwarded to Ms. Sue Rajan, OPPE Proj. Mgr., who in tum referred issue to OED/NAT for response.

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Ibase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



109

39°10'00" 226 N  
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13  
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224 NW 480,000 FT Joins Map 22

223 NW 39°07'39" 222 NW

MD GRID 470,000 FT

25

SEE GRID F5  
1 GRAPEVINE WAY  
2 LACEWING PL  
3 FIDDLELEAF CT

20802

20906

780,000 FT Joins Map 30 3 NW

77°02'30" 2 NW © ALEXANDRIA DRAFTING CO. MD GRID 790,000 FT

103

Click here for a plain text ADA compliant screen.

<b>Maryland Department of Assessments and Taxation</b> <b>MONTGOMERY COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
--	---

Account Identifier: District - 13 Account Number - 01464532

**Owner Information**

<b>Owner Name:</b>	MUGGE, PAUL R & M T	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	NO
<b>Mailing Address:</b>	16101 CHESTER MILL TERRACE SILVER SPRING MD 20906 - <del>1127</del> 1127	<b>Deed Reference:</b>	1) /10920/ 214 2)
	<del>14) 301-421-0231/301</del>	<b>em:</b> prmugge@yahoo.com	

**Location & Structure Information**

<b>Premises Address</b> 16101 LAYHILL RD SILVER SPRING 20906	<b>Zoning</b> R200	<b>Legal Description</b> NORWOOD VILLAGE
--	-----------------------	---

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
JS22			175		5	11	81	Plat Ref:

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	42
--------------------------	----------------------------------	----

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1973	2,377 SF	28,748.00 SF	111

Stories	Basement	Type	Exterior SIDING
2	YES	STANDARD UNIT	

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	84,370	01/01/2002	07/01/2001	07/01/2002
Improvements:	148,300	99,370		
<b>Total:</b>	<b>232,670</b>	<b>289,840</b>	<b>232,670</b>	<b>251,726</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b>	<b>Date:</b> 12/10/1992	<b>Price:</b> \$228,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> /10920/ 214	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

*EO's - Dist. 14 - Sen. Leonard H. Teitelbaum  
 Del. Henry B. Heller  
 Adrienne A. Mandel  
 Carol S. Petzold*

\* NONE \*

*MOED:  
 DST: 4 - Howard A  
 Dem*

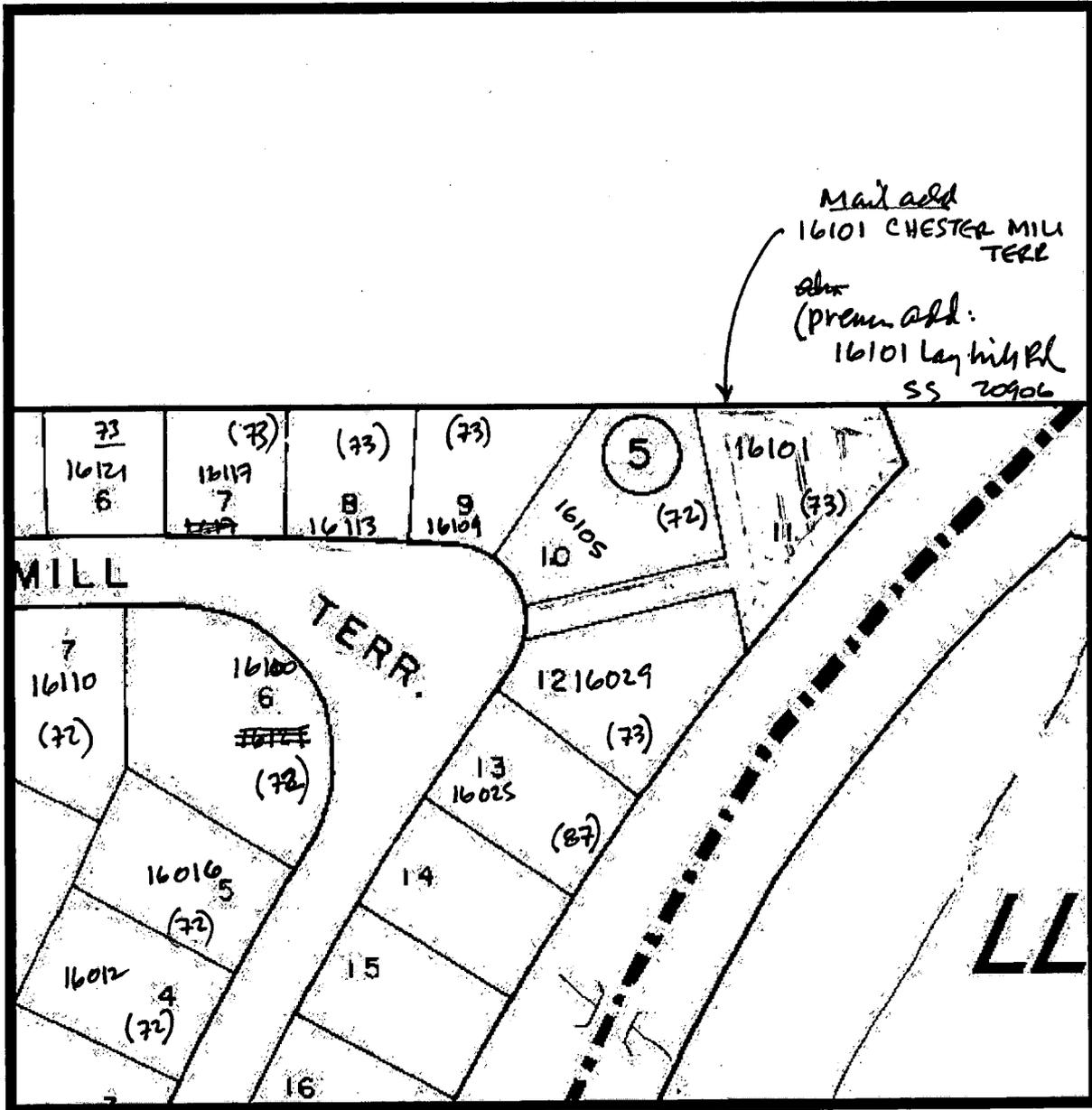
JS22 / Block 5 104



Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

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District - 13 Account Number - 01464521



Property maps provided courtesy of the Maryland Department of Planning ©2001.

For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)





**Maryland Department of Transportation**  
**State Highway Administration**

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

August 23, 2002

Mr. Rick D. Nelson  
4700 Greencove Circle  
Sparrows Point MD 21219-2376

Dear Mr. Nelson:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier to protect the Beachwood Estates community adjacent to northbound I-695 just north of the I-695/MD 151 interchange in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans for widening I-695 in this area, therefore, no Type I evaluation is warranted.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. We have evaluated the Beachwood Estates community and determined that the majority of the homes in the community have been constructed since 1997. The portion of I-695 adjacent to the Beachwood Estates community was opened to traffic in 1970. Based on this information, the Beachwood Estates community is not eligible for consideration for a Type II sound barrier because it postdates this portion of I-695. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Rick D. Nelson  
Page Two

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely  


Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable John S. Arnick, Member, Maryland House of Delegates
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable Joseph J. Minnick, Member, Maryland House of Delegates
- The Honorable Jacob J. Mohorovic, Jr., Member, Maryland House of Delegates
- The Honorable John Olszewski, Sr., Member, Baltimore County Council
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- The Honorable Norman R. Stone, Member, Senate of Maryland

Mr. Rick D. Nelson  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2619

**Responding to letter dated:** Follow-up to 08-13-2002 telephone conversation between Mr. Nelson and Mr. Ted Severe regarding a sound barrier to protect the Beachwood Estates community along northbound I-695 north of the I-695/MD 151 interchange in Baltimore County

Saved: 08/13/02 3:27 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\NELSONRD01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

NOISE INQUIRY CHECKLIST

DATE 13 Aug 2002 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # 2619 RECEIVED BY T.E. SEVERE

NAME MR. RICK D. NELSON

ADDRESS 4700 GREENCOVE CIRCLE

\$PARROWS POINT MD 21219-2376  
(include zip code)

DAY TELEPHONE (H) 410-388-9716 (WORK / HOME)

OTHER TELEPHONE (W) 1-800-741-0197 x5271

email: rnelson@goodwill.org  
\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. I-695 (MD 695?)

COMMUNITY / AREA NAME BEACHWOOD ESTATES

LOCATION ALONG HIGHWAY NE QUAD. I-695/MD 151 INTERCHANGE

SUMMARY OF INQUIRY is a barrier is/can a barrier be planned for  
community? home is 3 mos. old

\*\*\* FOLLOW-UP \*\*\*

DATE 8/13/02 BY \_\_\_\_\_

LETTER: described TYPE I & II criteria - Majority of homes  
built prior 1997 - post date I-695 (1970 - Windan Freese?)

\*\*\* REFERENCE FILES \*\*\*

Customer Info. View for 2001

Tuesday, August 13, 2002 02:25 PM

TSevere

110

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2619		08/13/2002	Phone	NELSON	Mr. Rick D.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
4700	Greencove Circle	BA	Sparrows Point	21219-2376	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
1-800-741-0197 X5271	410-388-9716	rnelson@goodwill.o	Beachwood Estates

Logical Project Limits	ROADWAY	BarrierName
outer loop I-695 at I-695/MD 151 interchange (NE quadrant)	I-695	

RESPONSE	INQUIRY	2nd Contact
	is a barrier planned?	
	Last Contact	Researcher
	08/13/2002	
	Primary SHA Contact	Construction Projects
	Ted	

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	08/23/2002		n/a

LAST action

8-13-02 Mr. Nelson called; spoke w/Ted Severe; is a barrier planned near his comm?



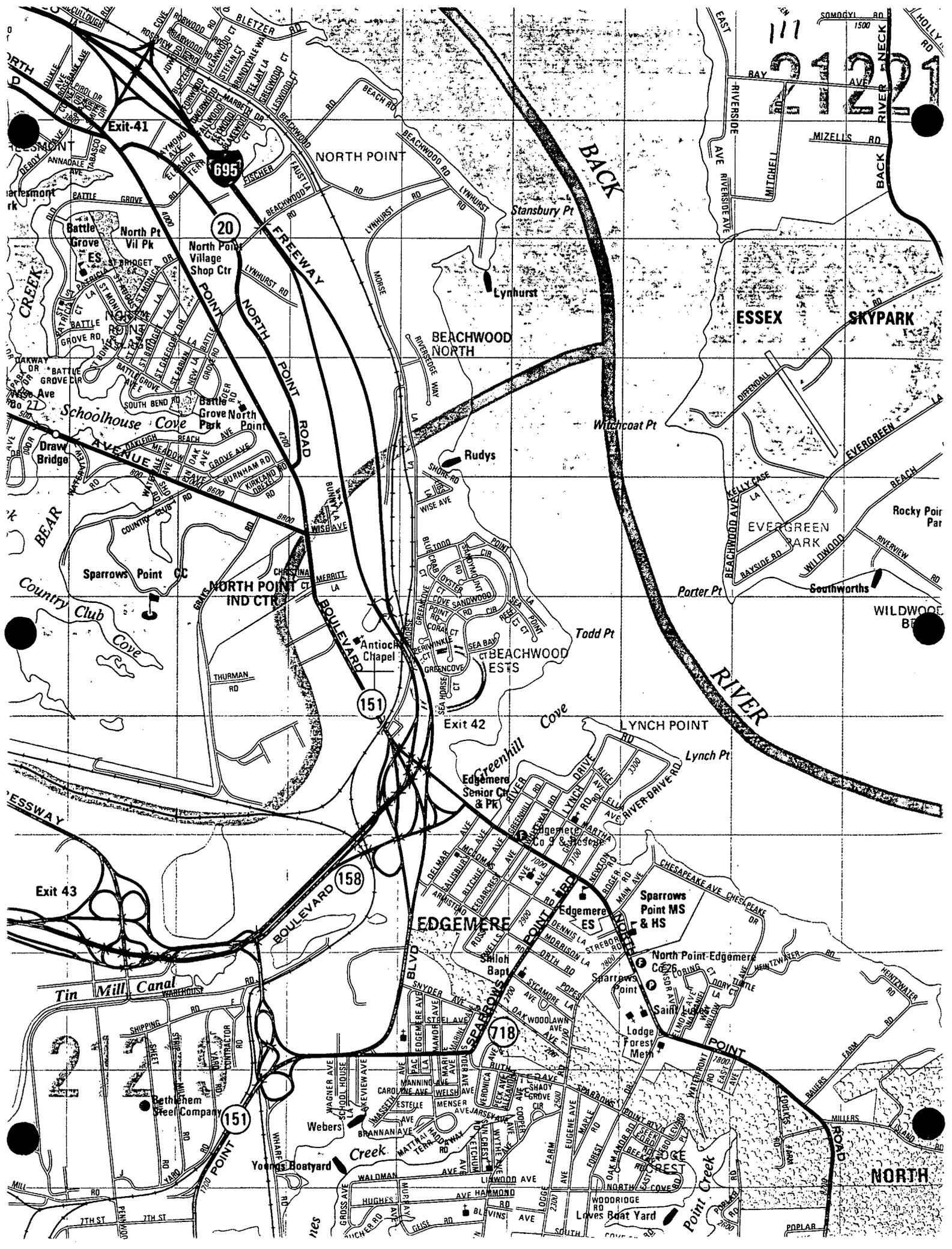
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

08-2002 EO's Dist 7 Sen. Norman R. Stone; Dels. John S. Arnick; Joseph J. Minnick; Jacob J. Mohorovic, Jr.; BA Cncl John Olszewski, Sr.

Comment Journal, and letter hyperlinks \\shadgnvol1\userloed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**



111  
2121

Exit-41

695

20

NORTH POINT

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FREWAY

158

NORTH POINT

BOULEVARD

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Stansbury Pt

Lynhurst

Wichcoat Pt

Rudys

Todd Pt

Edgemere Senior Ctr & Prk

Edgemere ES

Sparrows Point MS

North Point Edgemere Ctr

Lodge Forest Men

Webbers

Youngs Boatyard

Waldman

Hughes

Blivins

Wagner

Carroll

Wagner

ESSEX

SKYPARK

EVERGREEN

EVERGREEN PARK

WILDWOOD

ROCKY POIR PAR

EVERGREEN

NORTH

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
BALTIMORE COUNTY  
Real Property Data Search

[Go Back](#)  
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[New Search](#)

Account Identifier: District - 15 Account Number - 2300003145

**Owner Information**

Owner Name: NELSON RICK D Use: RESIDENTIAL  
Principal Residence: YES  
Mailing Address: 4700 GREENCOVE CIR Deed Reference: 1) /16468/ 484  
BALTIMORE MD 21219 - 2376 2)  
Sparrows Point

**Location & Structure Information**

Premises Address: 4700 GREENCOVE CIR Zoning: Legal Description: .1839 AC PHASE 2  
4700 GREENCOVE CIR /BEACHWOOD ESTATES >

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	
104	22	595		2		424	82	Plat Ref:	2 72/ 131

Special Tax Areas: Town Ad Valorem Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
2002 7 Mon 3rd fl	1,696 SF	8,010.00 SF	04

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

**Value Information**

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	37,250	37,250	01/01/2000	07/01/2002
Improvements:	115,190	115,190		07/01/2003
Total:	152,440	152,440	152,440	NOT AVAIL
Preferential Land:	0	0	0	NOT AVAIL

**Transfer Information**

Seller: BEACHWOOD I LIMITED PARTNERSHIP Date: 06/04/2002 Price: \$207,046  
Type: IMPROVED ARMS-LENGTH Deed1: /16468/ 484 Deed2:  
Seller: Date: Price:  
Type: Deed1: Deed2:  
Seller: Date: Price:  
Type: Deed1: Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
Exempt Class:

Special Tax Recapture:

\* NONE \*



114

**Find your State & Congressional Representatives**

Type in your complete address in the form below and press the **Search** button when finished. Please use your residential address and not your post office box. If you live in an apartment be sure to include the apartment number or if you're looking up a business address be sure to include the suite number, if applicable.

Street:	4700 green cove circle	
City:	sparrows point	State: MD
Zip Code:	21219	<input type="button" value="Search"/>

CURRENT: 07  
 Leg. Dist ~~87~~  
 BA CO — John Olzewski  
Cred.

The returns provided by the *Who Are Your Elected Officials?* look up are your **CURRENT** elected officials who remain in office until after the General Election in November 2002. For information about your new election district, see the General Assembly's web page on redistricting and choose **Court of Appeals Legislative Districting Plan of 2002**. On the map page, choose "Find an Address" and type in your address to find your new election district. To see a list of candidates for that election district, visit the State Board of Elections website.

**Disclaimer:**

This service is based on zip+4 zip code districting. A small percentage of residences are located in zip+4 districts which cut across legislative district boundaries. Also, the United States Postal Service is constantly adjusting zip code boundaries. These changes are incorporated into this service on an annual basis, a parameter set by the company that supplies us with the zip code/districting information. As a result, if you live in one of the recently revised or newly created zip codes, or a zip+4 district which crosses legislative district boundaries, you may get no response to your inquiry or the response may be inaccurate.

In addition, if you receive your mail at a Post Office box and **do not have the option of home delivery**, then your address may be returned as invalid. Again, this is due to the zip+4 zip code database which is based on the U.S. Postal Service's database. If the Postal Service does not recognize your home address, this form will not either.

If you have any questions about your elected officials or your election district, please contact your local Board of Elections (e.g., if you live in Garrett County, contact the Garrett County Board of Elections).

---

Brought to you by the Maryland State Archives, the Maryland General Assembly, and CITEC

Created by Dr. Edward C. Papenfuse & Gil Funk. Programming revised August 2001 by Wei Yang. Assistance in the initial development of this application was provided by Betsy Bodziak, Ben Szoko, Charles T. Dorsey, Chris Hill, David Hildebrand, and Sujal Shah.

This program runs on a Maryland State Archives' web server. The application uses Semaphore Corporation's ZP4 Software package to process the user's address and return their zip+4 zip code. The Election District information was purchased from The SoftEdge, Inc. The legislative information is provided by the Maryland Manual On-Line.

If you have any questions regarding this search contact [archives@mdarchives.state.md.us](mailto:archives@mdarchives.state.md.us)

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Maryland Department of Transportation  
State Highway Administration

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

September 23, 2002

Mr. James L. Newburn  
Springland II, LC  
5570 Sterrett Place, Suite 201  
Columbia MD 21044-2615

Dear Mr. Newburn:

This letter is a follow-up to your recent telephone conversation with Mr. James Hade, our Noise Abatement Team Leader, requesting additional technical information regarding the sound barrier for the High Ridge community along northbound I-95 from the Patuxent River Bridge to the I-95/MD 216 interchange in Howard County. I appreciate the opportunity to provide this draft information to you.

Enclosed, for your use, please find copies of the following:

- Draft 300 scale plan of the High Ridge community
- Draft 200 scale plan (enlargement) of the central portion of the High Ridge community
- Draft 200 scale drawing showing the sound barrier and house locations from the TNM model
- Draft *Results: Barrier Segment Descriptions* (2 pages), from June 2002 TNM run
- Draft *Input: Barriers* (14 pages), from June 2002 TNM run

Thank you for your telephone call and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact, Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

Enclosures

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration  
The Honorable Guy Guzzone, Member, Howard County Council  
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Sandra B. Schrader, Member, Senate of Maryland  
The Honorable Frank S. Turner, Member, Maryland House of Delegates

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. James L. Newburn  
Page Two

bcc: Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Howard County Council  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2202

**Responding to letter dated:** Follow-up to 08-12-2002 telephone conversation between Mr. Newburn and Mr. James Hade requesting technical information concerning the sound barrier for the High Ridge community along northbound I-95 in Howard county

Saved: 09/20/02 9:50 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\NEWBURNJL02.doc

Enclosures (all marked "DRAFT" with 09-18-2002 date)

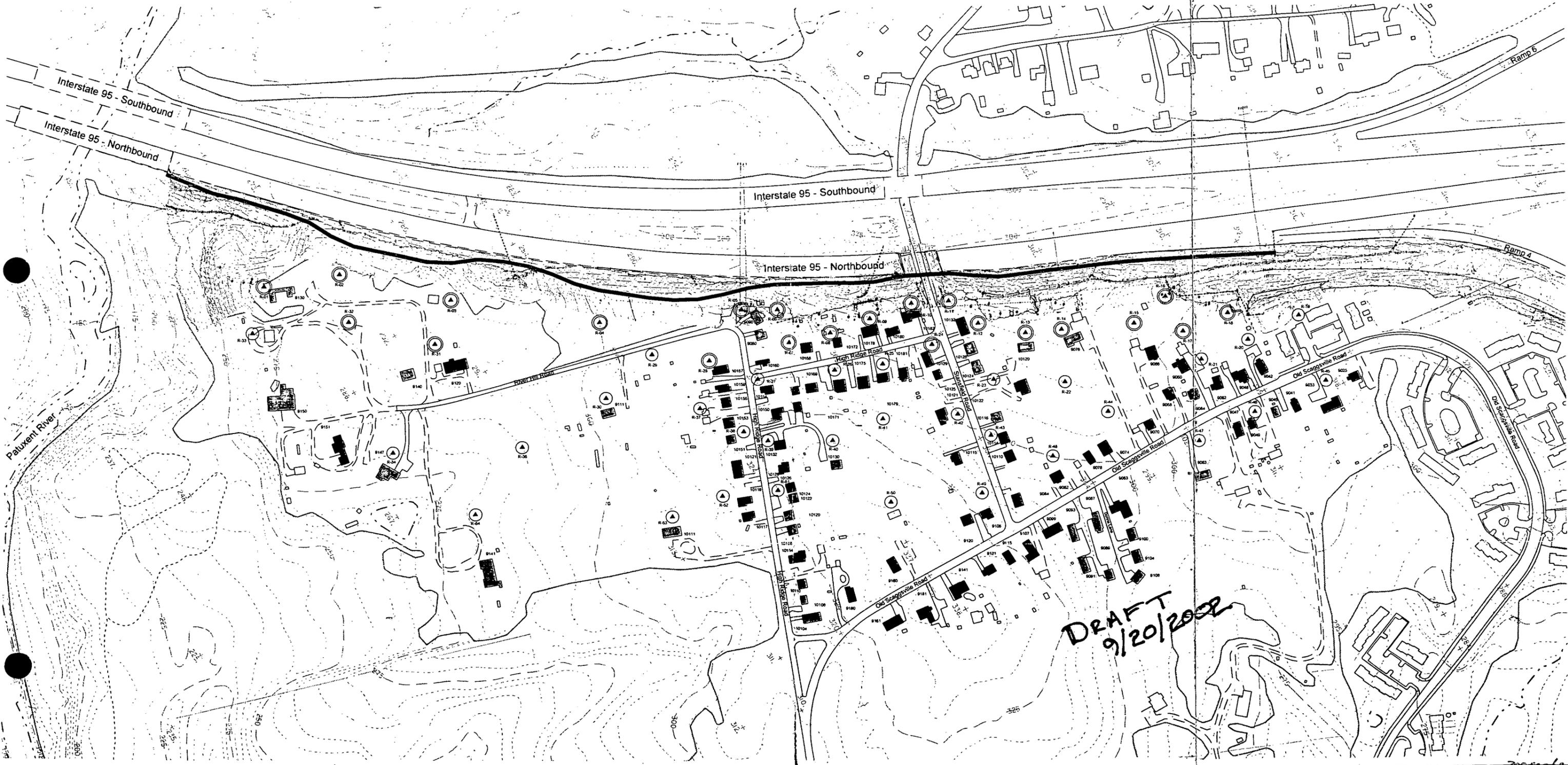
One copy (11" x 17") of overall plan of project area for High Ridge, 300 scale

One copy (11" x 17") of central area of High Ridge community, 200 scale

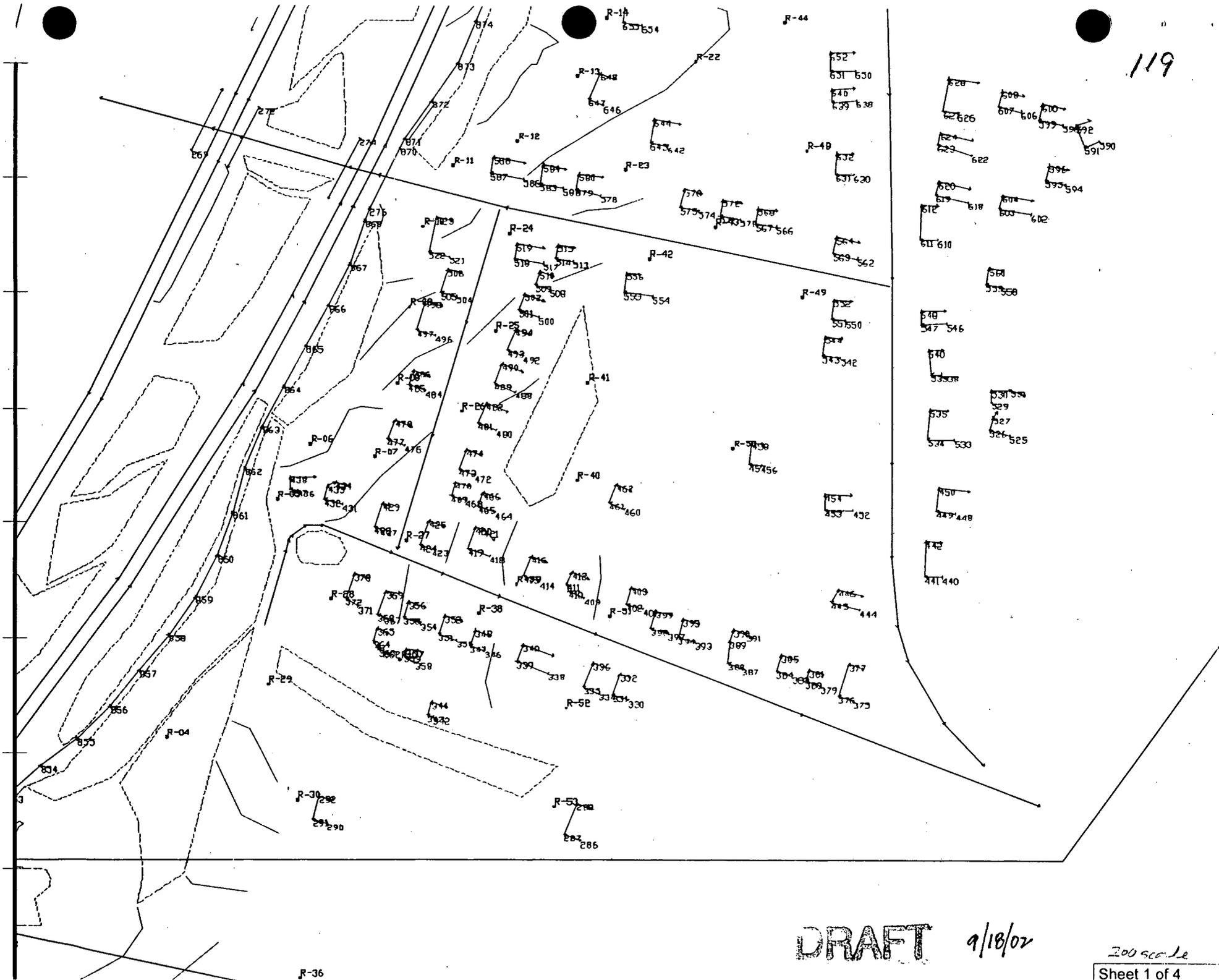
One copy (8½" x 11") of "*Sheet 1 of 4*," sound barrier and house locations, 200 scale

One copy (2 pages) of *Results: Barrier Segment Descriptions*, dated 18 September 2002, from TNM Run

One copy (14 pages) of *Input: Barriers*, dated 18 September 2002, from TNM run







DRAFT

9/18/02

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

199-46-16B

120

Rummel, Klepper & Kahl, LLP  
J. Rauseo (K. Hughes)

18 September 2002  
TNM 2.0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

PROJECT/CONTRACT: 199-46-16B  
RUN: h009\_Barrier Analysis - 06  
BARRIER DESIGN: Design-11D

Barriers		Segments											
Name	Type	Name	No.	Heights			Length	If Wall		On Struc?	Important Reflections?	If Berm Volume	Cost
				First Point	Average	Second Point		Area	sq ft				
				ft	ft	ft	ft	sq ft					
JB04	W	JB04-01	910	3.00	3.00	3.00	480	1440					0
NB01	W	NB01-01	838	15.00	15.00	15.00	80	1199					19800
		NB01-02	839	17.00	17.00	17.00	80	1361					22500
		NB01-03	840	19.00	19.00	19.00	80	1521					25100
		NB01-04	841	20.00	20.00	20.00	80	1599					26400
		NB01-05	842	21.00	21.00	21.00	80	1681					27800
		NB01-06	843	20.00	20.00	20.00	80	1599					26500
		NB01-07	844	20.00	20.00	20.00	80	1600					26500
		NB01-08	845	20.00	20.00	20.00	80	1599					26500
		NB01-09	846	20.00	20.00	20.00	80	1600					26500
		NB01-10	847	20.00	20.00	20.00	80	1600					26500
		NB01-11	848	20.00	20.00	20.00	80	1600					26500
		NB01-12	849	20.00	20.00	20.00	80	1601					26500
		NB01-13	850	20.00	20.00	20.00	80	1599					26400
		NB01-14	851	19.00	19.00	19.00	80	1521					25200
		NB01-15	852	19.00	19.00	19.00	80	1520					25100
		NB01-16	853	18.00	18.00	18.00	80	1440					23800
		NB01-17	854	14.00	14.00	14.00	80	1119					18500
		NB01-18	855	13.00	13.00	13.00	80	1040					17200
		NB01-19	856	13.00	13.00	13.00	80	1039					17200
		NB01-20	857	13.00	13.00	13.00	80	1040					17200
		NB01-21	858	14.00	14.00	14.00	80	1120					18500
		NB01-22	859	14.00	14.00	14.00	80	1120					18500
		NB01-23	860	16.00	16.00	16.00	80	1280					21200

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

199-46-16B

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		NB01-24	861	16.00	16.00	16.00	80	1280			21200
		NB01-25	862	18.00	18.00	18.00	80	1440			23800
		NB01-26	863	18.00	18.00	18.00	80	1439			23800
		NB01-27	864	19.00	19.00	19.00	80	1522			25200
		NB01-28	865	20.00	20.00	20.00	80	1598			26400
		NB01-29	866	20.00	20.00	20.00	80	1601			26500
		NB01-30	867	20.00	20.00	20.00	80	1599			26500
		NB01-31	868	18.00	18.00	18.00	22	403			6700
JB08	W	JB08-01	276	18.00	18.00	18.00	118	2129	Y		35200
NB02	W	NB02-01	870	18.00	18.00	18.00	19	349			5800
		NB02-02	871	20.00	20.00	20.00	80	1600			26500
		NB02-03	872	19.00	19.00	19.00	80	1519			25100
		NB02-04	873	18.00	18.00	18.00	80	1439			23800
		NB02-05	874	19.00	19.00	19.00	80	1521			25100
		NB02-06	875	19.00	19.00	19.00	80	1521			25100
		NB02-07	876	19.00	19.00	19.00	80	1520			25100
		NB02-08	877	21.00	21.00	21.00	80	1679			27800
		NB02-09	878	21.00	21.00	21.00	80	1681			27800
		NB02-10	879	21.00	21.00	21.00	80	1680			27800
		NB02-11	880	21.00	21.00	21.00	80	1680			27800
		NB02-12	881	21.00	21.00	21.00	80	1679			27800
		NB02-13	882	20.00	20.00	20.00	80	1601			26500
		NB02-14	883	18.00	18.00	18.00	83	1489			24600
NB02a	W	NB02a-01	885	0.00	0.00	0.00	0	0			0
		NB02a-02	886	0.00	0.00	0.00	0	0			0
		NB02a-03	887	0.00	0.00	0.00	0	0			0
		NB02a-04	888	0.00	0.00	0.00	0	0			0
		NB02a-05	889	0.00	0.00	0.00	0	0			0
		NB02a-06	890	0.00	0.00	0.00	0	0			0
		NB02a-07	891	0.00	0.00	0.00	0	0			0
JB06	W	JB06-01	272	3.00	3.00	3.00	120	360	Y		0

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Rummel, Klepper & Kahl, LLP  
J. Rauseo (K. Hughes)

18 September 2002  
TNM 2.0

INPUT: BARRIERS

PROJECT/CONTRACT:

199-46-16B

RUN:

h009\_Barrier Analysis - 06

Barrier									Points										
Name	Type	Height		If Wall \$ per Unit Area	If Berm \$ per Unit Vol.	Top Width	Run:Rise	Add'l \$ per Unit Length	Name	No.	Coordinates (bottom)			Height at Point	Segment				
		Min	Max								X	Y	Z		Seg	Ht	Perturbs	On	Important
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft			ft	ft	ft	ft	ft	#Up	#Dn	Struct?	Reflec- tions?
JB05	W	0.00	99.99	0.00				0.00	JB05-01	269	1,349,667.5	529,650.8	299.00	3.00	0.00	0	0	Y	
									JB05-02	270	1,349,720.8	529,759.9	300.00	3.00					
JB06	W	3.00	3.00	0.00				0.00	JB06-01	272	1,349,783.5	529,727.5	300.00	3.00	1.00	0	0	Y	
									JB06-02	273	1,349,730.9	529,619.8	299.00	3.00					
JB07	W	0.00	99.99	0.00				0.00	JB07-01	274	1,349,958.9	529,672.9	304.00	3.00	0.00	0	0	Y	
									JB07-02	275	1,349,903.6	529,565.3	302.00	3.00					
JB08	W	3.00	18.00	16.54				0.00	JB08-01	276	1,349,976.9	529,551.1	302.00	18.00	1.00	0	15	Y	
									JB08-02	277	1,350,030.0	529,656.8	304.00	18.00					
JB03	W	0.00	99.99	0.00				0.00	JB03-01	280	1,348,094.5	527,384.5	270.00	3.00	0.00	0	0	Y	
									JB03-02	281	1,348,466.9	527,740.2	272.80	3.00					
JB02	W	0.00	99.99	0.00				0.00	JB02-01	282	1,348,421.8	527,805.9	270.40	3.00	0.00	0	0	Y	
									JB02-02	283	1,348,051.1	527,453.4	267.00	3.00					
JB01	W	0.00	99.99	0.00				0.00	JB01-01	284	1,348,002.9	527,504.3	267.00	3.00	0.00	0	0	Y	
									JB01-02	285	1,348,374.2	527,856.1	270.40	3.00					
HB11	W	0.00	99.99	0.00				0.00	HB11-01	286	1,350,338.9	528,454.2	310.00	16.00	0.00	0	0		
									HB11-02	287	1,350,310.8	528,465.1	310.00	16.00	0.00	0	0		
									HB11-03	288	1,350,331.9	528,519.8	310.00	16.00	0.00	0	0		
									HB11-04	289	1,350,360.0	528,508.9	310.00	16.00					
HB12	W	0.00	99.99	0.00				0.00	HB12-01	290	1,349,903.1	528,482.7	302.00	16.00	0.00	0	0		
									HB12-02	291	1,349,877.6	528,489.8	302.00	16.00	0.00	0	0		
									HB12-03	292	1,349,889.2	528,531.1	305.00	13.00	0.00	0	0		
									HB12-04	293	1,349,914.8	528,523.9	305.00	13.00					
HB01	W	0.00	99.99	0.00				0.00	HB01-01	294	1,349,575.2	527,545.4	276.00	12.00	0.00	0	0		
									HB01-02	295	1,349,553.1	527,554.2	276.00	12.00	0.00	0	0		
									HB01-03	296	1,349,565.0	527,584.2	278.00	10.00	0.00	0	0		
									HB01-04	297	1,349,587.1	527,575.5	278.00	10.00					
HB02	W	0.00	99.99	0.00				0.00	HB02-01	298	1,349,352.0	527,576.9	273.00	18.00	0.00	0	0		
									HB02-02	299	1,349,310.0	527,598.0	273.00	18.00	0.00	0	0		
									HB02-03	300	1,349,328.9	527,635.6	275.00	16.00	0.00	0	0		
									HB02-04	301	1,349,295.4	527,652.5	275.00	16.00	0.00	0	0		
									HB02-05	302	1,349,326.0	527,680.9	277.00	14.00	0.00	0	0		
									HB02-06	303	1,349,390.2	527,653.2	277.00	14.00					
HB03	W	0.00	99.99	0.00				0.00	HB03-01	304	1,349,151.1	527,679.9	271.00	15.00	0.00	0	0		
									HB03-02	305	1,349,117.1	527,696.9	275.00	9.00	0.00	0	0		
									HB03-03	306	1,349,130.8	527,724.3	275.00	9.00	0.00	0	0		

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HB04	W	0.00	99.99	0.00	0.00	HB03-04	307	1,349,164.8	527,707.3	273.00	11.00						
						HB04-01	308	1,349,047.8	527,759.7	283.00	19.00	0.00	0	0			
						HB04-02	309	1,349,008.4	527,775.3	283.00	19.00	0.00	0	0			
						HB04-03	310	1,349,038.1	527,850.3	287.00	15.00	0.00	0	0			
						HB04-04	311	1,349,064.5	527,829.1	287.00	15.00						
HB05	W	0.00	99.99	0.00	0.00	HB05-01	312	1,349,527.4	527,709.4	282.00	12.00	0.00	0	0			
						HB05-02	313	1,349,531.9	527,734.2	282.00	12.00	0.00	0	0			
						HB05-03	314	1,349,625.1	527,714.1	282.00	12.00						
HB06	W	0.00	99.99	0.00	0.00	HB06-01	315	1,349,709.9	527,764.4	275.00	18.00	0.00	0	0			
						HB06-02	316	1,349,682.2	527,807.4	275.00	18.00	0.00	0	0			
						HB06-03	317	1,349,739.8	527,839.5	273.00	20.00						
HB08	W	0.00	99.99	0.00	0.00	HB08-01	318	1,349,528.0	528,127.9	291.00	16.00	0.00	0	0			
						HB08-02	319	1,349,493.4	528,137.6	291.00	16.00	0.00	0	0			
						HB08-03	320	1,349,515.1	528,207.0	291.00	16.00	0.00	0	0			
						HB08-04	321	1,349,547.4	528,198.1	291.00	16.00						
HB09	W	0.00	99.99	0.00	0.00	HB09-01	322	1,349,507.2	528,101.9	291.00	10.00	0.00	0	0			
						HB09-02	323	1,349,484.1	528,109.6	291.00	10.00	0.00	0	0			
						HB09-03	324	1,349,491.0	528,130.2	291.00	10.00	0.00	0	0			
						HB09-04	325	1,349,514.1	528,122.4	291.00	10.00						
HB10	W	0.00	99.99	0.00	0.00	HB10-01	326	1,349,298.2	528,194.5	287.00	10.00	0.00	0	0			
						HB10-02	327	1,349,276.9	528,209.8	285.00	12.00	0.00	0	0			
						HB10-03	328	1,349,295.8	528,236.2	285.00	12.00	0.00	0	0			
						HB10-04	329	1,349,317.1	528,220.9	287.00	10.00						
HB13	W	0.00	99.99	0.00	0.00	HB13-01	330	1,350,420.4	528,698.6	321.00	18.00	0.00	0	0			
						HB13-02	331	1,350,393.8	528,708.0	321.00	18.00	0.00	0	0			
						HB13-03	332	1,350,406.5	528,744.4	323.00	16.00	0.00	0	0			
						HB13-04	333	1,350,426.5	528,737.4	323.00	16.00						
HB14	W	0.00	99.99	0.00	0.00	HB14-01	334	1,350,369.8	528,710.8	321.00	18.00	0.00	0	0			
						HB14-02	335	1,350,343.6	528,721.3	321.00	18.00	0.00	0	0			
						HB14-03	336	1,350,360.5	528,763.4	323.00	16.00	0.00	0	0			
						HB14-04	337	1,350,381.1	528,755.1	323.00	16.00						
HB15	W	0.00	99.99	0.00	0.00	HB15-01	338	1,350,283.1	528,745.2	323.00	12.00	0.00	0	0			
						HB15-02	339	1,350,229.8	528,765.5	323.00	12.00	0.00	0	0			
						HB15-03	340	1,350,240.9	528,794.7	324.00	11.00	0.00	0	0			
						HB15-04	341	1,350,294.1	528,774.4	324.00	11.00						
HB16	W	0.00	99.99	0.00	0.00	HB16-01	342	1,350,086.0	528,668.0	315.00	13.00	0.00	0	0			
						HB16-02	343	1,350,076.4	528,671.3	315.00	13.00	0.00	0	0			
						HB16-03	344	1,350,084.2	528,694.0	316.00	12.00	0.00	0	0			
						HB16-04	345	1,350,112.1	528,684.3	316.00	12.00						
HB17	W	0.00	99.99	0.00	0.00	HB17-01	346	1,350,175.4	528,783.8	319.00	21.00	0.00	0	0			
						HB17-02	347	1,350,149.6	528,792.7	318.00	22.00	0.00	0	0			
						HB17-03	348	1,350,159.0	528,819.4	320.00	20.00	0.00	0	0			
						HB17-04	349	1,350,184.6	528,810.6	320.00	20.00						
HB18	W	0.00	99.99	0.00	0.00	HB18-01	350	1,350,126.8	528,801.8	314.00	20.00	0.00	0	0			
						HB18-02	351	1,350,095.5	528,812.7	312.00	22.00	0.00	0	0			
						HB18-03	352	1,350,106.5	528,844.1	312.00	22.00	0.00	0	0			
						HB18-04	353	1,350,137.8	528,833.1	315.00	19.00						
HB19	W	0.00	99.99	0.00	0.00	HB19-01	354	1,350,064.8	528,830.4	311.00	15.00	0.00	0	0			

									HB19-02	355	1,350,035.1	528,840.8	310.00	16.00	0.00	0	0
									HB19-03	356	1,350,044.4	528,867.4	310.00	16.00	0.00	0	0
									HB19-04	357	1,350,074.1	528,857.0	311.00	15.00			
HB20	W	0.00	99.99	0.00			0.00		HB20-01	358	1,350,055.4	528,762.9	308.00	0.00	0.00	0	0
									HB20-02	359	1,350,036.0	528,775.6	308.00	0.00	0.00	0	0
									HB20-03	360	1,350,039.4	528,785.4	308.00	0.00	0.00	0	0
									HB20-04	361	1,350,062.6	528,783.3	310.00	0.00			
HB21	W	0.00	99.99	0.00			0.00		HB21-01	362	1,350,000.9	528,783.7	309.00	12.00	0.00	0	0
									HB21-02	363	1,349,993.0	528,785.9	309.00	12.00	0.00	0	0
									HB21-03	364	1,349,984.5	528,799.9	308.00	13.00	0.00	0	0
									HB21-04	365	1,349,991.0	528,822.6	308.00	13.00	0.00	0	0
									HB21-05	366	1,350,009.2	528,812.9	309.00	12.00			
HB22	W	0.00	99.99	0.00			0.00		HB22-01	367	1,350,002.1	528,841.2	309.00	18.00	0.00	0	0
									HB22-02	368	1,349,991.0	528,845.4	309.00	18.00	0.00	0	0
									HB22-03	369	1,350,005.9	528,885.2	309.00	18.00	0.00	0	0
									HB22-04	370	1,350,030.0	528,882.1	310.00	19.00			
HB23	W	0.00	99.99	0.00			0.00		HB23-01	371	1,349,957.1	528,858.8	308.00	12.00	0.00	0	0
									HB23-02	372	1,349,934.9	528,873.4	308.00	12.00	0.00	0	0
									HB23-03	373	1,349,950.0	528,915.8	308.00	12.00	0.00	0	0
									HB23-04	374	1,349,974.2	528,907.1	308.00	12.00			
HB24	W	0.00	99.99	0.00			0.00		HB24-01	375	1,350,806.5	528,699.3	320.00	14.00	0.00	0	0
									HB24-02	376	1,350,780.6	528,708.0	320.00	14.00	0.00	0	0
									HB24-03	377	1,350,799.4	528,763.7	322.00	12.00	0.00	0	0
									HB24-04	378	1,350,825.2	528,754.9	322.00	12.00			
HB25	W	0.00	99.99	0.00			0.00		HB25-01	379	1,350,750.0	528,724.6	321.00	18.00	0.00	0	0
									HB25-02	380	1,350,724.0	528,733.8	321.00	18.00	0.00	0	0
									HB25-03	381	1,350,730.9	528,753.2	321.00	18.00	0.00	0	0
									HB25-04	382	1,350,756.9	528,744.1	321.00	18.00			
HB26	W	0.00	99.99	0.00			0.00		HB26-01	383	1,350,701.9	528,742.1	321.00	18.00	0.00	0	0
									HB26-02	384	1,350,674.2	528,751.2	321.00	18.00	0.00	0	0
									HB26-03	385	1,350,683.4	528,778.6	321.00	18.00	0.00	0	0
									HB26-04	386	1,350,710.9	528,769.4	321.00	18.00			
HB27	W	0.00	99.99	0.00			0.00		HB27-01	387	1,350,615.4	528,755.8	323.00	22.00	0.00	0	0
									HB27-02	388	1,350,591.5	528,764.4	323.00	22.00	0.00	0	0
									HB27-03	389	1,350,594.1	528,802.2	327.00	18.00	0.00	0	0
									HB27-04	390	1,350,601.4	528,822.1	329.00	16.00	0.00	0	0
									HB27-05	391	1,350,623.1	528,814.2	329.00	16.00	0.00	0	0
									HB27-06	392	1,350,633.5	528,806.1	329.00	16.00			
HB28	W	0.00	99.99	0.00			0.00		HB28-01	393	1,350,534.6	528,800.4	321.00	16.00	0.00	0	0
									HB28-02	394	1,350,505.4	528,808.4	321.00	16.00	0.00	0	0
									HB28-03	395	1,350,514.0	528,839.9	323.00	14.00	0.00	0	0
									HB28-04	396	1,350,543.1	528,831.9	323.00	14.00			
HB29	W	0.00	99.99	0.00			0.00		HB29-01	397	1,350,488.2	528,815.2	320.00	16.00	0.00	0	0
									HB29-02	398	1,350,459.4	528,823.4	320.00	16.00	0.00	0	0
									HB29-03	399	1,350,468.0	528,853.7	322.00	14.00	0.00	0	0
									HB29-04	400	1,350,496.9	528,845.5	322.00	14.00			
HB30	W	0.00	99.99	0.00			0.00		HB30-01	401	1,350,446.1	528,856.9	325.00	24.00	0.00	0	0
									HB30-02	402	1,350,417.8	528,864.8	326.00	23.00	0.00	0	0

										HB30-03	403	1,350,426.0	528,894.2	327.00	22.00	0.00	0	0
										HB30-04	404	1,350,454.4	528,886.3	327.00	22.00			
HB07	W	0.00	99.99	0.00				0.00		HB07-01	405	1,350,194.2	527,882.4	270.00	16.00	0.00	0	0
										HB07-02	406	1,350,110.9	527,910.2	270.00	16.00	0.00	0	0
										HB07-03	407	1,350,123.9	527,948.3	270.00	16.00	0.00	0	0
										HB07-04	408	1,350,195.1	527,923.9	270.00	16.00			
HB31	W	0.00	99.99	0.00				0.00		HB31-01	409	1,350,345.5	528,875.1	329.00	16.00	0.00	0	0
										HB31-02	410	1,350,317.9	528,886.8	330.00	15.00	0.00	0	0
										HB31-03	411	1,350,315.8	528,900.2	330.00	15.00	0.00	0	0
										HB31-04	412	1,350,324.1	528,919.9	330.00	15.00	0.00	0	0
										HB31-05	413	1,350,354.0	528,907.1	330.00	15.00			
HB32	W	0.00	99.99	0.00				0.00		HB32-01	414	1,350,269.4	528,902.9	331.00	19.00	0.00	0	0
										HB32-02	415	1,350,241.9	528,913.6	328.00	16.00	0.00	0	0
										HB32-03	416	1,350,255.0	528,946.9	328.00	16.00	0.00	0	0
										HB32-04	417	1,350,282.5	528,936.1	332.00	18.00			
HB33	W	0.00	99.99	0.00				0.00		HB33-01	418	1,350,183.8	528,946.5	323.00	12.00	0.00	0	0
										HB33-02	419	1,350,146.9	528,958.7	319.00	16.00	0.00	0	0
										HB33-03	420	1,350,159.1	528,996.1	319.00	16.00	0.00	0	0
										HB33-04	421	1,350,173.4	528,991.4	323.00	16.00	0.00	0	0
										HB33-05	422	1,350,192.5	528,973.2	323.00	12.00			
HB34	W	0.00	99.99	0.00				0.00		HB34-01	423	1,350,084.0	528,957.7	314.00	13.00	0.00	0	0
										HB34-02	424	1,350,063.8	528,965.5	313.00	14.00	0.00	0	0
										HB34-03	425	1,350,079.5	529,006.2	311.00	16.00	0.00	0	0
										HB34-04	426	1,350,106.4	528,995.8	314.00	13.00			
HB35	W	0.00	99.99	0.00				0.00		HB35-01	427	1,349,995.9	528,992.0	307.00	15.00	0.00	0	0
										HB35-02	428	1,349,985.0	528,995.8	307.00	15.00	0.00	0	0
										HB35-03	429	1,349,999.6	529,037.3	307.00	15.00	0.00	0	0
										HB35-04	430	1,350,012.1	529,032.9	307.00	15.00			
HB36	W	0.00	99.99	0.00				0.00		HB36-01	431	1,349,929.0	529,035.1	304.00	18.00	0.00	0	0
										HB36-02	432	1,349,897.5	529,043.8	304.00	18.00	0.00	0	0
										HB36-03	433	1,349,903.9	529,067.2	304.00	18.00	0.00	0	0
										HB36-04	434	1,349,917.0	529,073.1	304.00	18.00	0.00	0	0
										HB36-05	435	1,349,937.9	529,067.4	304.00	18.00			
HB37	W	0.00	99.99	0.00				0.00		HB37-01	436	1,349,851.5	529,059.7	302.00	18.00	0.00	0	0
										HB37-02	437	1,349,838.8	529,061.2	302.00	16.00	0.00	0	0
										HB37-03	438	1,349,838.6	529,083.5	301.00	19.00	0.00	0	0
										HB37-04	439	1,349,883.8	529,083.5	302.00	16.00			
HB38	W	0.00	99.99	0.00				0.00		HB38-01	440	1,350,958.5	528,914.9	333.00	14.00	0.00	0	0
										HB38-02	441	1,350,928.5	528,915.6	333.00	14.00	0.00	0	0
										HB38-03	442	1,350,929.9	528,975.6	336.00	11.00	0.00	0	0
										HB38-04	443	1,350,959.9	528,974.9	336.00	11.00			
HB39	W	0.00	99.99	0.00				0.00		HB39-01	444	1,350,817.2	528,857.3	331.00	12.00	0.00	0	0
										HB39-02	445	1,350,768.0	528,870.9	329.00	14.00	0.00	0	0
										HB39-03	446	1,350,780.8	528,892.6	330.00	13.00	0.00	0	0
										HB39-04	447	1,350,823.8	528,880.6	332.00	11.00			
HB40	W	0.00	99.99	0.00				0.00		HB40-01	448	1,350,981.0	529,024.9	336.00	16.00	0.00	0	0
										HB40-02	449	1,350,948.1	529,028.8	337.00	15.00	0.00	0	0
										HB40-03	450	1,350,952.9	529,068.8	337.00	15.00	0.00	0	0

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										HB40-04	451	1,351,006.4	529,062.6	337.00	15.00				
HB41	W	0.00	99.99	0.00			0.00			HB41-01	452	1,350,805.6	529,028.6	337.00	14.00	0.00	0	0	
										HB41-02	453	1,350,756.9	529,029.3	337.00	14.00	0.00	0	0	
										HB41-03	454	1,350,757.2	529,056.3	337.00	14.00	0.00	0	0	
										HB41-04	455	1,350,806.1	529,055.6	337.00	14.00				
HB42	W	0.00	99.99	0.00			0.00			HB42-01	456	1,350,647.6	529,105.7	337.00	18.00	0.00	0	0	
										HB42-02	457	1,350,626.9	529,108.7	337.00	18.00	0.00	0	0	
										HB42-03	458	1,350,632.5	529,147.2	337.00	18.00	0.00	0	0	
										HB42-04	459	1,350,653.2	529,144.2	337.00	18.00				
HB43	W	0.00	99.99	0.00			0.00			HB43-01	460	1,350,413.6	529,029.6	336.00	18.00	0.00	0	0	
										HB43-02	461	1,350,387.5	529,040.2	336.00	18.00	0.00	0	0	
										HB43-03	462	1,350,400.5	529,071.9	336.00	18.00	0.00	0	0	
										HB43-04	463	1,350,426.5	529,061.3	336.00	18.00				
HB44	W	0.00	99.99	0.00			0.00			HB44-01	464	1,350,193.1	529,021.4	323.00	15.00	0.00	0	0	
										HB44-02	465	1,350,163.9	529,031.9	320.00	18.00	0.00	0	0	
										HB44-03	466	1,350,172.5	529,055.9	320.00	18.00	0.00	0	0	
										HB44-04	467	1,350,201.8	529,045.4	323.00	15.00				
HB45	W	0.00	99.99	0.00			0.00			HB45-01	468	1,350,141.5	529,043.4	317.00	14.00	0.00	0	0	
										HB45-02	469	1,350,117.0	529,051.1	314.00	11.00	0.00	0	0	
										HB45-03	470	1,350,124.2	529,074.4	314.00	11.00	0.00	0	0	
										HB45-04	471	1,350,148.9	529,066.6	317.00	14.00				
HB46	W	0.00	99.99	0.00			0.00			HB46-01	472	1,350,157.4	529,087.2	315.00	14.00	0.00	0	0	
										HB46-02	473	1,350,130.6	529,097.4	312.00	17.00	0.00	0	0	
										HB46-03	474	1,350,144.0	529,132.4	311.00	18.00	0.00	0	0	
										HB46-04	475	1,350,170.8	529,122.2	313.00	16.00				
HB47	W	0.00	99.99	0.00			0.00			HB47-01	476	1,350,036.9	529,139.1	305.00	12.00	0.00	0	0	
										HB47-02	477	1,350,007.4	529,151.1	302.00	15.00	0.00	0	0	
										HB47-03	478	1,350,020.9	529,184.2	302.00	15.00	0.00	0	0	
										HB47-04	479	1,350,050.2	529,172.3	305.00	12.00				
HB48	W	0.00	99.99	0.00			0.00			HB48-01	480	1,350,194.9	529,166.6	313.00	12.00	0.00	0	0	
										HB48-02	481	1,350,163.2	529,179.8	310.00	15.00	0.00	0	0	
										HB48-03	482	1,350,177.8	529,214.6	309.00	16.00	0.00	0	0	
										HB48-04	483	1,350,215.4	529,198.9	311.00	14.00				
HB49	W	0.00	99.99	0.00			0.00			HB49-01	484	1,350,072.4	529,236.6	303.00	12.00	0.00	0	0	
										HB49-02	485	1,350,043.4	529,247.2	301.00	14.00	0.00	0	0	
										HB49-03	486	1,350,052.4	529,271.5	301.00	14.00	0.00	0	0	
										HB39-04	487	1,350,081.2	529,260.9	302.00	13.00				
HB50	W	0.00	99.99	0.00			0.00			HB50-01	488	1,350,227.2	529,235.2	310.00	14.00	0.00	0	0	
										HB50-02	489	1,350,191.5	529,250.0	307.00	17.00	0.00	0	0	
										HB50-03	490	1,350,205.2	529,283.5	306.00	18.00	0.00	0	0	
										HB50-04	491	1,350,241.1	529,268.7	308.00	16.00				
HB51	W	0.00	99.99	0.00			0.00			HB51-01	492	1,350,240.9	529,297.3	307.00	13.00	0.00	0	0	
										HB51-02	493	1,350,213.5	529,307.9	305.00	15.00	0.00	0	0	
										HB51-03	494	1,350,227.5	529,343.9	304.00	16.00	0.00	0	0	
										HB51-04	495	1,350,254.9	529,333.2	305.00	15.00				
HB52	W	0.00	99.99	0.00			0.00			HB52-01	496	1,350,089.8	529,332.4	299.00	12.00	0.00	0	0	
										HB52-02	497	1,350,057.6	529,341.5	297.00	14.00	0.00	0	0	
										HB52-03	498	1,350,071.6	529,391.1	295.00	16.00	0.00	0	0	

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									HB52-04	499	1,350,103.8	529,382.1	296.00	15.00				
HB53	W	0.00	99.99	0.00			0.00	HB53-01	500	1,350,267.4	529,363.6	302.00	16.00	0.00	0	0		
								HB53-02	501	1,350,233.0	529,376.4	301.00	17.00	0.00	0	0		
								HB53-03	502	1,350,243.4	529,404.4	300.00	18.00	0.00	0	0		
								HB53-04	503	1,350,277.4	529,391.6	301.00	17.00					
HB54	W	0.00	99.99	0.00			0.00	HB54-01	504	1,350,126.1	529,399.8	296.00	14.00	0.00	0	0		
								HB54-02	505	1,350,099.4	529,405.4	295.00	13.00	0.00	0	0		
								HB54-03	506	1,350,111.0	529,445.2	293.00	15.00	0.00	0	0		
								HB54-04	507	1,350,134.6	529,440.3	295.00	13.00					
HB55	W	0.00	99.99	0.00			0.00	HB55-01	508	1,350,285.6	529,411.4	301.00	13.00	0.00	0	0		
								HB55-02	509	1,350,261.4	529,419.7	300.00	14.00	0.00	0	0		
								HB55-03	510	1,350,269.1	529,442.1	300.00	14.00	0.00	0	0		
								HB55-04	511	1,350,293.2	529,433.8	300.00	14.00					
HB56	W	0.00	99.99	0.00			0.00	HB56-01	513	1,350,325.9	529,460.4	299.00	16.00	0.00	0	0		
								HB56-02	514	1,350,295.9	529,465.1	298.00	17.00	0.00	0	0		
								HB56-03	515	1,350,299.5	529,488.5	297.00	18.00	0.00	0	0		
								HB56-04	516	1,350,329.6	529,483.8	298.00	17.00					
HB57	W	0.00	99.99	0.00			0.00	HB57-01	517	1,350,275.2	529,456.5	298.00	17.00	0.00	0	0		
								HB57-02	518	1,350,226.2	529,463.4	296.00	19.00	0.00	0	0		
								HB57-03	519	1,350,229.9	529,489.4	295.00	20.00	0.00	0	0		
								HB57-04	520	1,350,279.0	529,482.5	296.00	19.00					
HB58	W	0.00	99.99	0.00			0.00	HB58-01	521	1,350,113.8	529,467.1	293.00	12.00	0.00	0	0		
								HB58-02	522	1,350,078.2	529,475.6	290.00	15.00	0.00	0	0		
								HB58-03	523	1,350,092.2	529,535.6	288.00	17.00	0.00	0	0		
								HB58-04	524	1,350,121.1	529,528.9	289.00	16.00					
HB59	W	0.00	99.99	0.00			0.00	HB59-01	525	1,351,073.6	529,162.7	338.00	12.00	0.00	0	0		
								HB59-02	526	1,351,038.9	529,172.6	338.00	12.00	0.00	0	0		
								HB59-03	527	1,351,045.5	529,195.7	338.00	12.00	0.00	0	0		
								HB59-04	528	1,351,052.0	529,205.6	338.00	12.00					
HB60	W	0.00	99.99	0.00			0.00	HB60-01	529	1,351,042.1	529,222.4	336.00	10.00	0.00	0	0		
								HB60-02	530	1,351,042.4	529,243.2	336.00	10.00	0.00	0	0		
								HB60-03	531	1,351,075.5	529,243.8	336.00	10.00	0.00	0	0		
								HB60-04	532	1,351,100.9	529,235.2	336.00	10.00					
HB61	W	0.00	99.99	0.00			0.00	HB61-01	533	1,350,979.4	529,154.0	338.00	18.00	0.00	0	0		
								HB61-02	534	1,350,934.0	529,155.3	338.00	18.00	0.00	0	0		
								HB61-03	535	1,350,937.2	529,207.9	338.00	18.00	0.00	0	0		
								HB61-04	536	1,350,970.9	529,206.9	338.00	18.00					
HB62	W	0.00	99.99	0.00			0.00	HB62-01	538	1,350,957.6	529,270.1	335.00	12.00	0.00	0	0		
								HB62-02	539	1,350,939.1	529,270.0	335.00	12.00	0.00	0	0		
								HB62-03	540	1,350,934.8	529,312.1	333.00	14.00	0.00	0	0		
								HB62-04	541	1,350,961.8	529,312.2	333.00	14.00					
HB63	W	0.00	99.99	0.00			0.00	HB63-01	542	1,350,784.1	529,297.4	330.00	14.00	0.00	0	0		
								HB63-02	543	1,350,752.9	529,301.7	330.00	14.00	0.00	0	0		
								HB63-03	544	1,350,757.5	529,334.9	328.00	16.00	0.00	0	0		
								HB63-04	545	1,350,788.8	529,330.6	328.00	16.00					
HB64	W	0.00	99.99	0.00			0.00	HB64-01	546	1,350,965.6	529,357.4	331.00	13.00	0.00	0	0		
								HB64-02	547	1,350,922.1	529,356.1	330.00	14.00	0.00	0	0		
								HB64-03	548	1,350,921.4	529,378.8	330.00	14.00	0.00	0	0		



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									HB77-04	597	1,351,175.0	529,624.1	304.00	14.00				
HB78	W	0.00	99.99	0.00			0.00	HB78-01	598	1,351,164.1	529,702.9	303.00	14.00	0.00	0	0		
								HB78-02	599	1,351,123.6	529,711.4	303.00	14.00	0.00	0	0		
								HB78-03	600	1,351,129.4	529,738.8	303.00	14.00	0.00	0	0		
								HB78-04	601	1,351,169.9	529,730.2	303.00	14.00					
HB79	W	0.00	99.99	0.00			0.00	HB79-01	602	1,351,109.9	529,545.7	308.00	16.00	0.00	0	0		
								HB79-02	603	1,351,055.0	529,556.0	308.00	16.00	0.00	0	0		
								HB79-03	604	1,351,060.8	529,580.0	308.00	16.00	0.00	0	0		
								HB79-04	605	1,351,114.4	529,569.9	308.00	16.00					
HB80	W	0.00	99.99	0.00			0.00	HB80-01	606	1,351,093.1	529,725.4	305.00	14.00	0.00	0	0		
								HB80-02	607	1,351,054.0	529,734.8	305.00	14.00	0.00	0	0		
								HB80-03	608	1,351,060.6	529,762.4	305.00	14.00	0.00	0	0		
								HB80-04	609	1,351,099.8	529,753.1	305.00	14.00					
HB81	W	0.00	99.99	0.00			0.00	HB81-01	610	1,350,950.1	529,500.8	318.00	14.00	0.00	0	0		
								HB81-02	611	1,350,920.6	529,502.0	318.00	14.00	0.00	0	0		
								HB81-03	612	1,350,923.1	529,561.9	313.00	19.00	0.00	0	0		
								HB81-04	613	1,350,952.5	529,560.7	313.00	19.00					
HB82	W	0.00	99.99	0.00			0.00	HB82-01	618	1,351,002.0	529,566.9	311.00	14.00	0.00	0	0		
								HB82-02	619	1,350,946.4	529,579.7	311.00	14.00	0.00	0	0		
								HB82-03	620	1,350,951.8	529,602.9	310.00	15.00	0.00	0	0		
								HB82-04	621	1,351,007.2	529,590.1	310.00	15.00					
HB83	W	0.00	99.99	0.00			0.00	HB83-01	622	1,351,007.9	529,649.0	305.00	14.00	0.00	0	0		
								HB83-02	623	1,350,950.4	529,667.1	305.00	14.00	0.00	0	0		
								HB83-03	624	1,350,954.9	529,687.8	305.00	14.00	0.00	0	0		
								HB83-04	625	1,351,012.0	529,675.6	305.00	14.00					
HB84	W	0.00	99.99	0.00			0.00	HB84-01	626	1,350,984.6	529,722.4	303.00	14.00	0.00	0	0		
								HB84-02	627	1,350,959.9	529,725.7	303.00	14.00	0.00	0	0		
								HB84-03	628	1,350,968.9	529,783.8	303.00	14.00	0.00	0	0		
								HB84-04	629	1,351,022.9	529,776.6	303.00	14.00					
HB85	W	0.00	99.99	0.00			0.00	HB85-01	630	1,350,806.2	529,613.2	306.00	12.00	0.00	0	0		
								HB85-02	631	1,350,775.1	529,614.5	305.00	13.00	0.00	0	0		
								HB85-03	632	1,350,776.8	529,651.6	304.00	14.00	0.00	0	0		
								HB85-04	633	1,350,806.6	529,650.2	305.00	13.00					
HB87	W	0.00	99.99	0.00			0.00	HB87-01	638	1,350,811.0	529,744.2	303.00	13.00	0.00	0	0		
								HB87-02	639	1,350,769.2	529,740.7	302.00	14.00	0.00	0	0		
								HB87-03	640	1,350,768.0	529,763.8	302.00	14.00	0.00	0	0		
								HB87-04	641	1,350,810.0	529,764.6	302.00	14.00					
HB88	W	0.00	99.99	0.00			0.00	HB88-01	642	1,350,487.6	529,662.4	293.00	16.00	0.00	0	0		
								HB88-02	643	1,350,458.0	529,668.1	293.00	16.00	0.00	0	0		
								HB88-03	644	1,350,464.0	529,709.1	292.00	17.00	0.00	0	0		
								HB88-04	645	1,350,509.8	529,700.4	293.00	16.00					
HB89	W	0.00	99.99	0.00			0.00	HB89-01	646	1,350,377.8	529,733.2	288.00	18.00	0.00	0	0		
								HB89-02	647	1,350,352.0	529,744.8	288.00	18.00	0.00	0	0		
								HB89-03	648	1,350,372.2	529,790.0	288.00	18.00	0.00	0	0		
								HB89-04	649	1,350,398.0	529,778.5	288.00	18.00					
HB90	W	0.00	99.99	0.00			0.00	HB90-01	650	1,350,809.4	529,796.0	302.00	16.00	0.00	0	0		
								HB90-02	651	1,350,766.0	529,796.1	301.00	15.00	0.00	0	0		
								HB90-03	652	1,350,766.0	529,827.6	300.00	14.00	0.00	0	0		

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									HB90-04	653	1,350,809.5	529,827.5	301.00	15.00				
HB91	W	0.00	99.99	0.00			0.00	HB91-01	654	1,350,443.1	529,874.1	287.00	14.00	0.00	0	0		
								HB91-02	655	1,350,410.0	529,878.9	287.00	14.00	0.00	0	0		
								HB91-03	656	1,350,418.1	529,935.5	289.00	12.00	0.00	0	0		
								HB91-04	657	1,350,444.9	529,931.7	290.00	11.00					
HB92	W	0.00	99.99	0.00			0.00	HB92-01	662	1,350,381.4	529,933.2	286.00	14.00	0.00	0	0		
								HB92-02	663	1,350,354.9	529,939.1	286.00	14.00	0.00	0	0		
								HB92-03	664	1,350,361.5	529,968.7	288.00	12.00	0.00	0	0		
								HB92-04	665	1,350,387.9	529,962.8	288.00	12.00					
HB93	W	0.00	99.99	0.00			0.00	HB93-01	666	1,351,135.8	530,091.8	308.00	35.00	0.00	0	0		
								HB93-02	667	1,351,114.2	530,096.4	308.00	35.00	0.00	0	0		
								HB93-03	668	1,351,124.0	530,141.1	310.00	37.00	0.00	0	0		
								HB93-04	669	1,351,145.5	530,136.4	310.00	37.00					
HB94	W	0.00	99.99	0.00			0.00	HB94-01	670	1,351,026.2	530,005.4	305.00	25.00	0.00	0	0		
								HB94-02	671	1,351,000.8	530,012.2	305.00	25.00	0.00	0	0		
								HB94-03	672	1,351,014.0	530,061.7	307.00	27.00	0.00	0	0		
								HB94-04	673	1,351,039.5	530,054.8	307.00	27.00					
HB95	W	0.00	99.99	0.00			0.00	HB95-01	674	1,350,808.2	529,959.5	302.00	12.00	0.00	0	0		
								HB95-02	675	1,350,776.6	529,959.1	300.00	14.00	0.00	0	0		
								HB95-03	676	1,350,778.6	529,987.7	298.00	16.00	0.00	0	0		
								HB95-04	677	1,350,810.4	529,985.0	301.00	13.00					
HB96	W	0.00	99.99	0.00			0.00	HB96-01	678	1,350,750.0	530,060.9	298.00	14.00	0.00	0	0		
								HB96-02	679	1,350,716.4	530,062.5	298.00	14.00	0.00	0	0		
								HB96-03	680	1,350,717.8	530,090.3	300.00	12.00	0.00	0	0		
								HB96-04	681	1,350,753.2	530,087.0	300.00	12.00					
HB97	W	0.00	99.99	0.00			0.00	HB97-01	682	1,350,785.1	530,123.6	303.00	12.00	0.00	0	0		
								HB97-02	683	1,350,758.1	530,127.8	303.00	12.00	0.00	0	0		
								HB97-03	684	1,350,763.2	530,160.0	305.00	14.00	0.00	0	0		
								HB97-04	685	1,350,790.9	530,155.7	305.00	14.00					
HB98	W	0.00	99.99	0.00			0.00	HB98-01	686	1,350,670.9	530,131.3	301.00	16.00	0.00	0	0		
								HB98-02	687	1,350,657.2	530,131.4	301.00	16.00	0.00	0	0		
								HB98-03	688	1,350,657.6	530,172.8	304.00	13.00	0.00	0	0		
								HB98-04	689	1,350,699.1	530,172.5	304.00	13.00					
HB99	W	0.00	99.99	0.00			0.00	HB99-01	690	1,350,646.4	530,169.6	303.00	16.00	0.00	0	0		
								HB99-02	691	1,350,617.4	530,170.0	303.00	16.00	0.00	0	0		
								HB99-03	692	1,350,617.5	530,198.8	303.00	16.00	0.00	0	0		
								HB99-04	693	1,350,646.8	530,198.4	303.00	16.00					
HB100	W	0.00	99.99	0.00			0.00	HB100-01	694	1,350,610.4	530,076.2	298.00	14.00	0.00	0	0		
								HB100-02	695	1,350,569.6	530,084.6	298.00	14.00	0.00	0	0		
								HB100-03	696	1,350,576.1	530,116.4	300.00	12.00	0.00	0	0		
								HB100-04	697	1,350,616.2	530,108.3	300.00	12.00					
HB101	W	0.00	99.99	0.00			0.00	HB101-01	698	1,350,547.6	530,052.1	295.00	12.00	0.00	0	0		
								HB101-02	699	1,350,522.9	530,057.6	295.00	12.00	0.00	0	0		
								HB101-03	700	1,350,528.4	530,082.2	296.00	11.00	0.00	0	0		
								HB101-04	701	1,350,553.1	530,076.6	296.00	11.00					
HB102	W	0.00	99.99	0.00			0.00	HB102-01	706	1,351,086.4	530,247.9	313.00	25.00	0.00	0	0		
								HB102-02	707	1,351,063.0	530,251.5	313.00	25.00	0.00	0	0		
								HB102-03	708	1,351,069.1	530,290.9	313.00	25.00	0.00	0	0		

INPUT: BARRIERS

199-46-16B

									HB102-04	709	1,351,092.5	530,287.2	313.00	25.00				
HB103	W	0.00	99.99	0.00			0.00	HB103-01	710	1,350,967.6	530,190.4	308.00	14.00	0.00	0	0		
								HB103-02	711	1,350,922.4	530,202.9	307.00	15.00	0.00	0	0		
								HB103-03	712	1,350,926.4	530,224.8	308.00	14.00	0.00	0	0		
								HB103-04	713	1,350,972.4	530,216.2	308.00	14.00					
HB104	W	0.00	99.99	0.00			0.00	HB104-01	714	1,350,967.4	530,241.5	310.00	14.00	0.00	0	0		
								HB104-02	715	1,350,937.9	530,245.0	310.00	14.00	0.00	0	0		
								HB104-03	716	1,350,941.5	530,269.6	310.00	14.00	0.00	0	0		
								HB104-04	717	1,350,970.2	530,266.2	310.00	14.00					
HB105	W	0.00	99.99	0.00			0.00	HB105-01	718	1,350,973.2	530,327.3	311.00	14.00	0.00	0	0		
								HB105-02	719	1,350,940.0	530,333.4	311.00	14.00	0.00	0	0		
								HB105-03	720	1,350,944.1	530,355.8	311.00	14.00	0.00	0	0		
								HB105-04	721	1,350,977.4	530,349.6	311.00	14.00					
HB106	W	0.00	99.99	0.00			0.00	HB106-01	722	1,350,804.1	530,275.6	308.00	14.00	0.00	0	0		
								HB106-02	723	1,350,777.4	530,277.9	308.00	14.00	0.00	0	0		
								HB106-03	724	1,350,785.5	530,325.9	309.00	13.00	0.00	0	0		
								HB106-04	725	1,350,821.6	530,322.9	309.00	13.00					
HB107	W	0.00	99.99	0.00			0.00	HB107-01	726	1,350,832.6	530,361.8	310.00	16.00	0.00	0	0		
								HB107-02	727	1,350,787.5	530,361.9	311.00	15.00	0.00	0	0		
								HB107-03	728	1,350,789.4	530,389.8	312.00	14.00	0.00	0	0		
								HB107-04	729	1,350,833.0	530,385.8	311.00	15.00					
HB108	W	0.00	99.99	0.00			0.00	HB108-01	730	1,350,754.6	530,353.2	310.00	15.00	0.00	0	0		
								HB108-02	731	1,350,734.0	530,353.7	309.00	16.00	0.00	0	0		
								HB108-03	732	1,350,735.1	530,398.7	311.00	14.00	0.00	0	0		
								HB108-04	733	1,350,770.9	530,397.8	311.00	14.00					
HB109	W	0.00	99.99	0.00			0.00	HB109-01	734	1,350,992.4	530,394.3	313.00	14.00	0.00	0	0		
								HB109-02	735	1,350,955.9	530,397.2	313.00	14.00	0.00	0	0		
								HB109-03	736	1,350,948.2	530,402.5	313.00	14.00	0.00	0	0		
								HB109-04	737	1,350,949.5	530,417.0	313.00	14.00	0.00	0	0		
								HB109-05	738	1,350,956.9	530,420.1	314.00	13.00	0.00	0	0		
								HB109-06	739	1,350,994.1	530,417.2	314.00	13.00					
HB110	W	0.00	99.99	0.00			0.00	HB110-01	740	1,350,820.8	530,459.1	313.00	20.00	0.00	0	0		
								HB110-02	741	1,350,741.1	530,467.5	314.00	19.00	0.00	0	0		
								HB110-03	742	1,350,744.1	530,500.0	315.00	18.00	0.00	0	0		
								HB110-04	743	1,350,823.9	530,491.4	314.00	19.00					
HB111	W	0.00	99.99	0.00			0.00	HB111-01	744	1,351,042.1	530,472.9	315.00	16.00	0.00	0	0		
								HB111-02	745	1,351,014.4	530,476.4	316.00	15.00	0.00	0	0		
								HB111-03	746	1,351,010.9	530,517.9	317.00	14.00	0.00	0	0		
								HB111-04	747	1,351,014.1	530,543.1	316.00	15.00	0.00	0	0		
								HB111-05	748	1,351,050.5	530,538.5	316.00	15.00					
HB112	W	0.00	99.99	0.00			0.00	HB112-01	752	1,350,987.1	530,594.6	318.00	16.00	0.00	0	0		
								HB112-02	753	1,350,976.5	530,595.8	318.00	16.00	0.00	0	0		
								HB112-03	754	1,350,971.0	530,605.1	318.00	16.00	0.00	0	0		
								HB112-04	755	1,350,974.8	530,638.5	320.00	14.00	0.00	0	0		
								HB112-05	756	1,351,002.0	530,635.3	320.00	14.00					
HB113	W	0.00	99.99	0.00			0.00	HB113-01	757	1,350,759.2	530,582.8	314.00	20.00	0.00	0	0		
								HB113-02	758	1,350,727.6	530,585.9	314.00	20.00	0.00	0	0		
								HB113-03	759	1,350,735.9	530,665.2	316.00	18.00	0.00	0	0		

DRAFT

INPUT: BARRIERS

199-46-16B

									HB113-04	760	1,350,768.6	530,662.1	316.00	18.00				
HB114	W	0.00	99.99	0.00			0.00	HB114-01	761	1,350,853.8	530,697.8	320.00	20.00	0.00	0	0		
								HB114-02	762	1,350,772.8	530,707.3	320.00	20.00	0.00	0	0		
								HB114-03	763	1,350,775.5	530,738.8	321.00	19.00	0.00	0	0		
								HB114-04	764	1,350,856.5	530,730.2	321.00	19.00					
NB01	W	12.00	26.00	16.54			0.00	NB01-01	838	1,348,518.0	527,686.0	272.80	26.00	1.00	0	14		
								NB01-02	839	1,348,581.2	527,734.9	271.40	26.00	1.00	0	14		
								NB01-03	840	1,348,644.6	527,783.8	270.00	26.00	1.00	0	14		
								NB01-04	841	1,348,699.5	527,842.1	270.00	26.00	1.00	0	14		
								NB01-05	842	1,348,758.0	527,896.6	270.00	26.00	1.00	0	14		
								NB01-06	843	1,348,816.8	527,950.9	270.00	26.00	1.00	0	14		
								NB01-07	844	1,348,879.5	528,000.5	275.00	26.00	1.00	0	14		
								NB01-08	845	1,348,950.9	528,036.7	280.00	26.00	1.00	0	14		
								NB01-09	846	1,349,015.8	528,083.4	282.00	26.00	1.00	0	14		
								NB01-10	847	1,349,069.0	528,143.1	282.00	26.00	1.00	0	14		
								NB01-11	848	1,349,122.4	528,202.7	280.00	26.00	1.00	0	14		
								NB01-12	849	1,349,176.8	528,261.4	280.00	26.00	1.00	0	14		
								NB01-13	850	1,349,219.9	528,328.8	280.00	26.00	1.00	0	14		
								NB01-14	851	1,349,249.4	528,403.1	280.00	26.00	1.00	0	14		
								NB01-15	852	1,349,295.2	528,468.8	281.00	26.00	1.00	0	14		
								NB01-16	853	1,349,347.6	528,529.2	283.00	26.00	1.00	0	14		
								NB01-17	854	1,349,407.6	528,582.1	289.00	26.00	1.00	0	14		
								NB01-18	855	1,349,471.9	528,629.7	298.00	26.00	1.00	0	14		
								NB01-19	856	1,349,528.9	528,685.9	302.00	26.00	1.00	0	14		
								NB01-20	857	1,349,578.8	528,748.4	305.00	26.00	1.00	0	14		
								NB01-21	858	1,349,629.2	528,810.4	306.00	26.00	1.00	0	14		
								NB01-22	859	1,349,675.5	528,875.7	306.00	26.00	1.00	0	14		
								NB01-23	860	1,349,713.5	528,946.1	303.00	26.00	1.00	0	14		
								NB01-24	861	1,349,739.8	529,021.7	301.50	26.00	1.00	0	14		
								NB01-25	862	1,349,760.9	529,098.9	299.00	26.00	1.00	0	14		
								NB01-26	863	1,349,790.8	529,173.1	295.00	26.00	1.00	0	14		
								NB01-27	864	1,349,828.1	529,243.8	296.00	26.00	1.00	0	14		
								NB01-28	865	1,349,866.0	529,314.3	296.00	26.00	1.00	0	14		
								NB01-29	866	1,349,906.0	529,383.5	296.00	26.00	1.00	0	14		
								NB01-30	867	1,349,943.2	529,454.4	296.00	26.00	1.00	0	14		
								NB01-31	868	1,349,968.9	529,530.1	301.00	26.00	1.00	0	14		
								NB01-32	869	1,349,976.9	529,551.1	302.00	26.00					
NB02	W	12.00	26.00	16.54			0.00	NB02-01	870	1,350,030.0	529,656.8	304.00	26.00	1.00	0	14		
								NB02-02	871	1,350,038.5	529,674.2	301.00	26.00	1.00	0	14		
								NB02-03	872	1,350,084.4	529,739.8	301.00	26.00	1.00	0	14		
								NB02-04	873	1,350,128.1	529,806.7	301.00	26.00	1.00	0	14		
								NB02-05	874	1,350,158.8	529,880.6	301.00	26.00	1.00	0	14		
								NB02-06	875	1,350,189.4	529,954.5	302.00	26.00	1.00	0	14		
								NB02-07	876	1,350,221.8	530,027.7	302.00	26.00	1.00	0	14		
								NB02-08	877	1,350,253.5	530,101.1	304.00	26.00	1.00	0	14		
								NB02-09	878	1,350,286.4	530,174.0	305.00	26.00	1.00	0	14		
								NB02-10	879	1,350,321.1	530,246.1	305.00	26.00	1.00	0	14		
								NB02-11	880	1,350,356.8	530,317.8	305.00	26.00	1.00	0	14		







Customer Info. View for 2001

Friday, September 20, 2002 09:38 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2202		06/09/2000	phone only	NEWBURN	Mr. James L.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
6255	Winters Lane	HO	Hanover	21076-1014	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
410-997-3815	410-796-5874	jnewburn@aol.com	Lawyers Hill (Elibank Drive) ALSO Guilford

Logical Project Limits: ROADWAY: I-95; US29 BarrierName

SB I-895 interchange to Montgomery Rd; NB US 29 from MD175 to Diamondback Dr

RESPONSE: Will check what information we can send for his use.

INQUIRY: wants barrier, information.

Last Contact: 08/12/2002

Researcher: Primary SHA Contact: Jim

Construction Projects

FILE LOCATIO OTHER Current committmen

to see what tech info we can send

Do we owe a letter?  Letter Commit due date: 07/05/2002

Letter signed date Reason Letter is Late n/a

08-12-02 Mr. Newburn called for Jim; requested technical information on wall heights for his subdivision analysis. Jim indicated that we would see what we could send him.

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

6-28-02 Mr. Newburn called for Jim; spoke w/Ted Severe; HO Co Plan/Zone requests him to provide 16' barriers for interior properties in Highridge; wants SHA to provide info stating noise abatement not required of developer because of barriers under design  
 Lawyers Hill property is Parcel 933, undeveloped, owned by Lawyers Hill Limited Partnership, Columbia (Alias Jim Newburn) 10/23/2000 - Mr. Newburn called and provided another address: Newburn Development Corporation, Suite 201, 5570 Sterrett Place, Columbia MD 21044-2649 6-24-02 Mr. Newburn wrote CBA requesting info on Highridge barrier project 4-25-2002 - Mr. Newburn also owns 9433 Diamondback Drive, Columbia MD 21045-1811 - this property is presently undeveloped and is the extreme northern end of Guilford Downs (NB US 29 from MD 175 to Diamondback Drive (EO's for Guilford Downs: Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cnd C. Vernon Gray) 6-25-02 Mr. Newburn sent letter supporting barrier for Highridge; he owns two undeveloped properties listed on Old Scaggsville Road  
 06/2000 EO's Dist. 12A Sen. Edward J. Kasemeyer; Dels. James E. Malone, Jr.; Donald E. Murphy; HO Co Councilman Christopher Merdon (EO's for Highridge are: Dist. 13A Sen. Sandra B. Schrader; Dels. Shane Pendergrass; Frank S. Turner; HO Cnd Guzzone; Ms. Deanna Peel, Spec. Asst. to Mr. Guzzone)

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

July 3, 2002

Mr. James L. Newburn  
Springland II, LC  
5570 Sterrett Place, Suite, 201  
Columbia MD 21044-2615

Dear Mr. Newburn:

Thank you for your recent inquiry regarding the sound barrier project for the Highridge community, adjacent to northbound I-95 from the Patuxent River Bridge to the I-95/MD 216 interchange in Howard County. I appreciate the opportunity to respond to your inquiry.

The lots that your company owns along Old Scaggsville Road are within the limits of the sound barrier project for the Highridge community along northbound I-95 from the Patuxent River Bridge to the I-95/MD 216 interchange in Howard County. The project is funded for design and construction and is currently under design. Construction is anticipated to begin in the Spring of 2003. The State Highway Administration is scheduling a community informational meeting to present the preliminary design of the sound barrier to the impacted and benefiting property owners in the Highridge community. We will notify you of the date, time and location of the community meeting.

Thank you for your inquiry and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
- The Honorable Guy Guzzone, Member, Howard County Council
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Sandra B. Schrader, Member, Senate of Maryland
- The Honorable Frank S. Turner, Member, Maryland House of Delegates

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. James L. Newburn  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Member, Howard  
County Council  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2202

**Responding to letter dated:** Follow-up to 06-24-2002 letter from Mr. Newburn to Mr. Charles Adams requesting confirmation of the sound barrier project for the Highridge community in Howard County [Mr. Newburn's development company owns two undeveloped lots in the Highridge community; Howard County requested he provide approx. 16 foot high sound barriers as part of the development of his two properties and he, in turn, inquired about the sound barrier project for the community and how it would affect his to-be-developed lots]

Saved: 07/01/02 3:51 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\NEWBURNJL01.doc

139

## SPRINGLAND II, LC

---

June 24, 2002

FAX NO: 410-209-5003

Charles Adams, Director  
Office of Environmental Design

RE: Project HO 857-5126

Dear Mr. Adams:

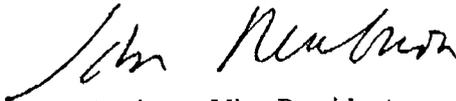
We own property near the proposed noise walls (Scaggsville Road near Stansfield Road) covered by the above-captioned project number.

We are anxiously awaiting construction of this wall and we support construction of it.

Please send us a letter indicating that area covered by the noise wall and that the legislature has funded this project.

Thank you for your assistance in this matter. Please feel free to call me at anytime (443-794-7813).

Sincerely,



James L. Newburn, Vice President

C:\Core\office7\2002\Springland\il\Adamslt.wpd

5570 Sterrett Place ♦ Suite 201  
Columbia, Maryland 21044-2615  
(410) 997-3815 ♦ (301) 596-3877 ♦ (410) 964-1919 (fax)

Noise Team

Please draft a letter for my signature indicating that the area (lot's) he wrote about are within the limits of our project and the general time frame for the project. Also indicate that the project is funded.

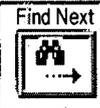
Charlie

Customer Info. View for 2001

Tuesday, June 25, 2002 09:48 AM

T Severe

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2202		06/09/2000	phone only	NEWBURN	Mr. James L.	<input checked="" type="checkbox"/>
STREET#	STREET-NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
6255	Winters Lane	HO	Hanover	21076-1014	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
410-997-3815	410-796-5874		Lawyers Hill (Elibank Drive) ALSO Guilford

Logical Project Limits | ROADWAY: I-95; US29 | BarrierName

SB I-895 interchange to Montgomery Rd; NB US 29 from MD175 to Diamondback Dr

RESPONSE	INQUIRY	2nd Contact
Still conducting analysis, will add your name to list of recipients	wants barrier	
Last Contact	Researcher:	Primary SHA Contact
06/24/2002		Jim

Construction Projects

FILE LOCATIO	OTHER	Current committmen
		to send letter indicating response date

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	07/05/2002		n/a

LAST action | phone to Jim, owns parcel 933



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06/2000 EO's Dist. 12A Sen. Edward J. Kasemeyer; Dels. James E. Malone, Jr.; Donald E. Murphy; HO Co Councilman Christopher Merdon  
 Lawyers Hill property is Parcel 933, undeveloped, owned by Lawyers Hill Limited Partnership, Columbia (Alias Jim Newburn) 10/23/2000 - Mr. Newburn called and provided another address: Newburn Development Corporation, Suite 201, 5570 Sterrett Place, Columbia MD 21044-2649 4-25-2002 - Mr. Newburn also owns 9433 Diamondback Drive, Columbia MD 21045-1811 - this property is presently undeveloped and is the extreme northern end of Guilford Downs (NB US 29 from MD 175 to Diamondback Drive (EO's for Guilford Downs: Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cncl C. Vernon Gray) 6-25-02  
 Mr. Newburn sent letter supporting barrier for Highridge; he owns two undeveloped properties listed on Old Scaggsville Road (EO's for Highridge are: Dist. 13A Sen. Sandra B. Schrader; Dels. Shane Pendergrass; Frank S. Turner; HO Cncl Guzzone; Ms. Deanna Peel, Spec. Asst. to Mr. Guzzone)

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Ibase\Customer\_notes\

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**Newburn Development Corp**  
 5570 Sterrett Place  
 Columbia, MD 21044  
 410-997-3815

Listings 1-1 of 1

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Corridor Real Estate Inc 5570 Sterrett Place Laurel, MD 20707 301-596-3877

Newburn Development Corp 5570 Sterrett Place Laurel, MD 20707 301-596-3877

Listings 1-2 of 2

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Rela

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---	--	---

**Account Identifier:** District - 06 Account Number - 425925

**Owner Information**

<b>Owner Name:</b>	SPRINGLAND II LLC	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	NO
<b>Mailing Address:</b>	5570 STERRETT PL STE 204 COLUMBIA MD 21044-2649	<b>Deed Reference:</b>	1) / 5734/ 460 2)

**Location & Structure Information**

<b>Premises Address</b> W OLD SCAGGSVILLE RD LAUREL 20723	<b>Zoning</b> RSC	<b>Legal Description</b> LOT 2-A 1.0434 A OLD SCAGGSVILLE RD R/W HIGH RIDGE SUBDIVISION
---	----------------------	--

Map	Grid	Parcel	Subdlvision	Section	Block	Lot	Group	Plat No:
47	19	760				2 A	81	Plat Ref:

<b>Speclal Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

<b>Primary Structure Built</b> 0000	<b>Enclosed Area</b>	<b>Property Land Area</b> 1.04 AC	<b>County Use</b>
--	----------------------	--------------------------------------	-------------------

<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>
----------------	-----------------	-------------	-----------------

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of	As Of	As Of
		01/01/2002	07/01/2001	07/01/2002
<b>Land:</b>	52,600	70,600		
<b>Improvements:</b>	0	0		
<b>Total:</b>	52,600	70,600	52,600	58,600
<b>Preferential Land:</b>	0	0	0	0

**Transfer Information**

<b>Seller:</b> SOUDER RICHARD S	<b>Date:</b> 10/08/2001	<b>Price:</b> \$50,002
<b>Type:</b> UNIMPROVED ARMS-LENGTH	<b>Deed1:</b> / 5734/ 460	<b>Deed2:</b>
<b>Seller:</b> SOUDER WILLIAM BRYAN	<b>Date:</b> 06/01/1992	<b>Price:</b> \$0
<b>Type:</b> NOT ARMS-LENGTH	<b>Deed1:</b> / 5087/ 579	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

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---	--	---

Account Identifier: District - 06 Account Number - 425968

**Owner Information**

<b>Owner Name:</b>	SPRINGLAND II LLC	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	NO
<b>Mailing Address:</b>	5570 STERRETT PL STE 201 COLUMBIA MD 21044-2649	<b>Deed Reference:</b>	1) / 5133/ 440 2)

**Location & Structure Information**

<b>Premises Address</b> W OLD SCAGGSVILLE RD LAUREL 20723	<b>Zoning</b> RSC	<b>Legal Description</b> PAR 3-A 32,791 SQ' OLD SCAGGSVILLE RD R/W HIGH RIDGE SUBDIVISION
---	----------------------	--

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
47	19	1018				3 A	81	Plat Ref:

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
0000		32,791.00 SF	
<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>

**Value Information**

	Base Value	Value As Of 01/01/2002	Phase-in Assessments	
			As Of 07/01/2001	As Of 07/01/2002
Land:	46,690	64,690		
Improvements:	0	0	46,690	52,690
<b>Total:</b>	<b>46,690</b>	<b>64,690</b>		
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> SOUDER RICHARD S	<b>Date:</b> 06/28/2000	<b>Price:</b> \$49,998
<b>Type:</b> UNIMPROVED ARMS-LENGTH	<b>Deed1:</b> / 5133/ 440	<b>Deed2:</b>
<b>Seller:</b> SOUDER WILLIAM BRYAN	<b>Date:</b> 06/01/1992	<b>Price:</b> \$0
<b>Type:</b> NOT ARMS-LENGTH	<b>Deed1:</b> / 5087/ 578	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

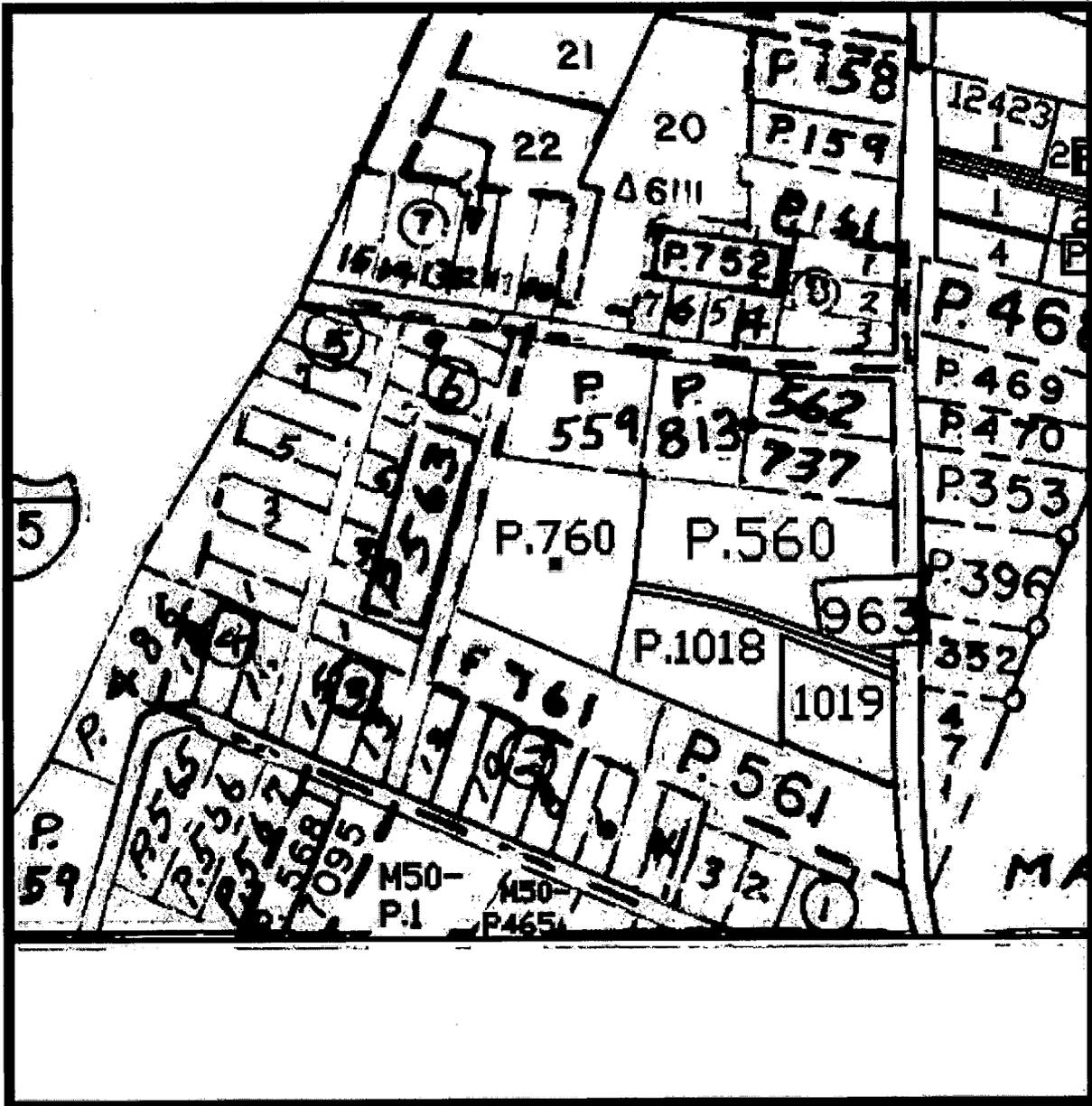
<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *



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HOWARD COUNTY  
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District - 06 Account Number - 425925



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147

**From:** CHARLES ADAMS  
**To:** TED SEVERE  
**Date:** 7/1/02 7:57AM  
**Subject:** Re: Developer of two undeveloped lots in Highridge (I-95 near MD 216)

Thanks, I will call him today.

>>> TED SEVERE 06/28/02 02:29PM >>>  
Charlie:

Mr. James Newburn called this afternoon, 1:45 pm, for Jim Hade. He is the gentleman who wrote to us several days ago about a sound barrier for the Highridge community along NB I-95 from the Patuxent River bridge to the off-ramp to EB MD 216. Mr. Newburn has two undeveloped lots in the Highridge community that he wishes to develop. I spoke with him and "played dumb" in order to ascertain his reason for calling us. Apparently Howard County Department of Planning and Zoning is requesting Mr. Newburn to provide noise abatement for the properties he wishes to develop. He indicated they are requesting 16 foot sound barriers. He is aware of the current project to provide barriers along NB I-95. I believe he is trying to get something in writing from the State to provide to Howard County to absolve him of having to provide sound barriers for his lots because the State is providing the barriers for the community. He provided a cell phone number, 443-794-7813 and an e-mail address, [jnewburnj@aol.com](mailto:jnewburnj@aol.com). My only promise to Mr. Newburn was to pass on the above information in order for someone to be able to get back to him.

Respectfully submitted,  
Ted Severe  
Administrative Assistant  
Noise Abatement Team

148

**From:** TED SEVERE  
**To:** CHARLES ADAMS  
**Subject:** Developer of two undeveloped lots in Highridge (I-95 near MD 216)

Charlie:

Mr. James Newburn called this afternoon, 1:45 pm, for Jim Hade. He is the gentleman who wrote to us several days ago about a sound barrier for the Highridge community along NB I-95 from the Patuxent River bridge to the off-ramp to EB MD 216. Mr. Newburn has two undeveloped lots in the Highridge community that he wishes to develop. I spoke with him and "played dumb" in order to ascertain his reason for calling us. Apparently Howard County Department of Planning and Zoning is requesting Mr. Newburn to provide noise abatement for the properties he wishes to develop. He indicated they are requesting 16 foot sound barriers. He is aware of the current project to provide barriers along NB I-95. I believe he is trying to get something in writing from the State to provide to Howard County to absolve him of having to provide sound barriers for his lots because the State is providing the barriers for the community. He provided a cell phone number, 443-794-7813 and an e-mail address, [jnewburnj@aol.com](mailto:jnewburnj@aol.com). My only promise to Mr. Newburn was to pass on the above information in order for someone to be able to get back to him.

Respectfully submitted,  
 Ted Severe  
 Administrative Assistant  
 Noise Abatement Team

**CC:** ALLEN JACOBS; GARY WANTZ; JIM HADE; KEN POLCAK; NICOLE ROSS

To: SCBA By: \_\_\_\_\_  
 Date: 6/28/02 Time: 1:45 PM  
 Name: Mr. JAMES NEWBURN  
 Phone: 443-794-~~7813~~ 7813  
 E-mail: jnewburnj@aol.com  
 While You Were Out  

Please phone	Phoned
Will call again	Came in
Returned call	Wants to see you

 Message: RE: HIGHRIDGE - WANTS  
'WANTING' CONFIRMATION -  
PLANNING WANTS 16' BARRIERS

Customer Info. View for 2001

Friday, June 28, 2002 02:09 PM

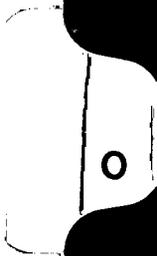
TSevere

149

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2202		06/09/2000	phone only	NEWBURN	Mr. James L.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
6255	Winters Lane	HO	Hanover	21076-1014	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
410-997-3815	410-796-5874	jnewburnj@aol.com	Lawyers Hill (Elibank Drive) ALSO Guilford			
Logical Project Limits	ROADWAY: I-95; US29	BarrierName				
SB I-895 interchange to Montgomery Rd; NB US 29 from MD175 to Diamondback Dr						
RESPONSE	INQUIRY					2nd Contact
Still conducting analysis, will add your name to list of recipients		wants barrier				
Last Contact	Researcher:	Primary SHA Contact				
06/28/2002		Jim	Construction Projects			
FILE LOCATIO	OTHER	Current committmen	to send letter indicating response date			
Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 07/05/2002					
LAST action	Letter signed date	Reason Letter is Late	n/a			
6-28-02 Mr. Newburn called for Jim; spoke w/Ted Severe; HO Co Plan/Zone requests him to provide 16' barriers for interior properties in Highridge; wants SHA to provide info stating noise abatement not required of developer because of barriers under design						
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
06/2000 EO's Dist. 12A Sen. Edward J. Kasemeyer, Dels. James E. Malone, Jr.; Donald E. Murphy; HO Co Councilman Christopher Merdon Lawyers Hill property is Parcel 933, undeveloped, owned by Lawyers Hill Limited Partnership, Columbia (Alias Jim Newburn) 10/23/2000 - Mr. Newburn called and provided another address: Newburn Development Corporation, Suite 201, 5570 Sterrett Place, Columbia MD 21044-2649 6-24-02 Mr. Newburn wrote CBA requesting info on Highridge banier project 4-25-2002 - Mr. Newburn also owns 9433 Diamondback Drive, Columbia MD 21045-1811 - this property is presently undeveloped and is the extreme northern end of Guilford Downs (NB US 29 from MD 175 to Diamondback Drive (EO's for Guilford Downs: Dist. 13A Sen. Sandra B. Schrader, Dels. Shane E. Pendergrass; Frank S. Turner, HO Cncl C. Vernon Gray) 6-25-02 Mr. Newburn sent letter supporting banier for Highridge; he owns two undeveloped properties listed on Old Scaggsville Road (EO's for Highridge are: Dist. 13A Sen. Sandra B. Schrader, Dels. Shane Pendergrass; Frank S. Turner, HO Cncl Guzzone; Ms. Deanna Peel, Spec. Asst. to Mr. Guzzone)						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\			
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- ALL Projects
- [Icon]

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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

April 25, 2002

Mr. Vincent Oakley  
5912 Glen Arm Road  
Glen Arm MD 21057-9313

Dear Mr. Oakley:

This letter is a follow-up to your recent e-mail message requesting information about vegetation as a sound barrier that could be planted on your property on Glen Arm Road in Baltimore County. I appreciate the opportunity to respond to your inquiry.

In general, for a sound barrier (either natural or man-made) to be effective, it must be high enough and long enough to block the view of the road. The Federal Highway Administration (FHWA) discusses the use of vegetation as possible means of noise abatement:

*"Vegetation, which is so high, wide, and dense that it cannot be seen over or through, can decrease highway traffic noise. However, it requires a 61-meter [200 feet] width of such vegetation to reduce noise by 10 decibels, which cuts in half the loudness of traffic noise. It is not feasible to plant enough vegetation along a road to achieve such reductions. If vegetation already exists, it can be saved to maintain a psychological relief, if not an actual lessening of traffic noise levels. If vegetation does not exist, it can be planted for psychological relief, not to reduce traffic noise levels."*

This would mean that a stand of mature trees would have to offer dense vegetative cover from the ground to the top of the trees. The trees would also need to be evergreens in order to offer year-round protection. For more information from FHWA, please refer to their website, <http://www.fhwa.dot.gov/environment/probresp.htm>. A possible choice for a fairly rapid-growing evergreen to plant would be "Leyland cypress." The Latin name for this tree is *Cupressocyparis leylandii* and nurseries can respond to this name as well.

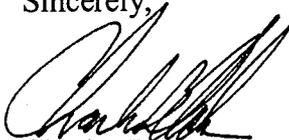
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Vincent Oakley  
Page Two

Thank you for your e-mail message. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, our Community Liaison, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

- cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration

Mr. Vincent Oakley  
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2572

**Responding to letter dated:** Follow-up to 04-20-2002 e-mail message from Mr. Oakley to  
"barrier" requesting info on plantings that he can use to provide a vegetative sound barrier along  
his property line at is adjacent to Glen Arm Road

Saved: 04/22/02 11:19 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\OAKLEYV01.doc

154

**From:** Vincent Oakley <vto@bellatlantic.net>  
**To:** <barrier@sha.state.md.us>  
**Date:** 4/20/02 9:28AM  
**Subject:** sound barrier

Hi,

We recently bought a farm on a rather busy road in Glen Arm Maryland. During the installation of our new fence, we cleared the 500 or so feet of brush along the road. We are now considering what to plant that serve as a sound barrier as well as something that grow quickly to block the view of the road. Any recommendation?

Vince Oakley  
5912 Glen Arm Rd  
Glen Arm MD 21057 -9313  
410-592-8588

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<b>Maryland Department of Assessments and Taxation</b> <b>BALTIMORE COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	---

Account Identifier: District - 11 Account Number - 1800002447

**Owner Information**

<b>Owner Name:</b>	OAKLEY VINCENT WILSON TRACEY A	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	YES
<b>Mailing Address:</b>	5912 GLEN ARM RD GLEN ARM MD 21057-9313	<b>Deed Reference:</b>	1) /15422/ 114 2)

(4) 410.592.8588 em: vto@bellsatlantic.net

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
5912 GLEN ARM RD		5.703 AC 5912 GLEN ARM RD NANCY LEE BOYCE PROPERT

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
54	14	513				1	82		42/ 56

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>
--------------------------	----------------------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1978	2,122 SF	5.70 AC	04

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	FRAME

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2000	As Of 07/01/2001	As Of 07/01/2002
Land:	100,450	100,450		
Improvements:	172,640	175,490		
<b>Total:</b>	<b>273,090</b>	<b>275,940</b>	<b>274,990</b>	<b>275,940</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> BOYCE NANCY L	<b>Date:</b> 07/31/2001	<b>Price:</b> \$360,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> /15422/ 114	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO **Special Tax Recapture:**

Ed's: Dist. 6 - Sen. Michael J. Collins  
 Del. Diane De Carlo  
 Nancy Hubers  
 Michael H. Weir

BA Co - <sup>\* NONE \*</sup> DIST. 6  
 Joseph Bartenfelder (?)

Customer Info. View for 2001

Monday, April 22, 2002 09:59 AM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2572		04/22/2002	Email	OAKLEY	Mr. Vincent	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
5912	Glen Arm Road	BA	Glen Arm	21057-9313	private	



Elected Official whom has communicated directly to us on this customer

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-592-8588	vto@bellatlantic.net	Nancy Lee Boyce Property

Logical Project Limits: ROADWAY: BarrierName

Glen Arm Rd (BA Co road) west of intersection of Glen Arm Rd & Williams Rd/Marc La

RESPONSE	INQUIRY	2nd Contact
	wants to know what can be planted along roadway to provide a vegetative "noise barrier"	
Last Contact	Researcher	Primary SHA Contact
04/20/2002		
FILE LOCATIO	OTHER	Current committmen
		None



Do we owe a letter?	Letter Commit due date:	05/01/2002
<input checked="" type="checkbox"/>	Letter signed date	Reason Letter is Late
		n/a

4-22-02 Mr. Oakley e-mailed OED/NAT via "barrier"; purchased farm on Glen Arm Rd; cleared 500' brush along road; wants to know what can be planted (quick-growing) to create a "noise barrier"

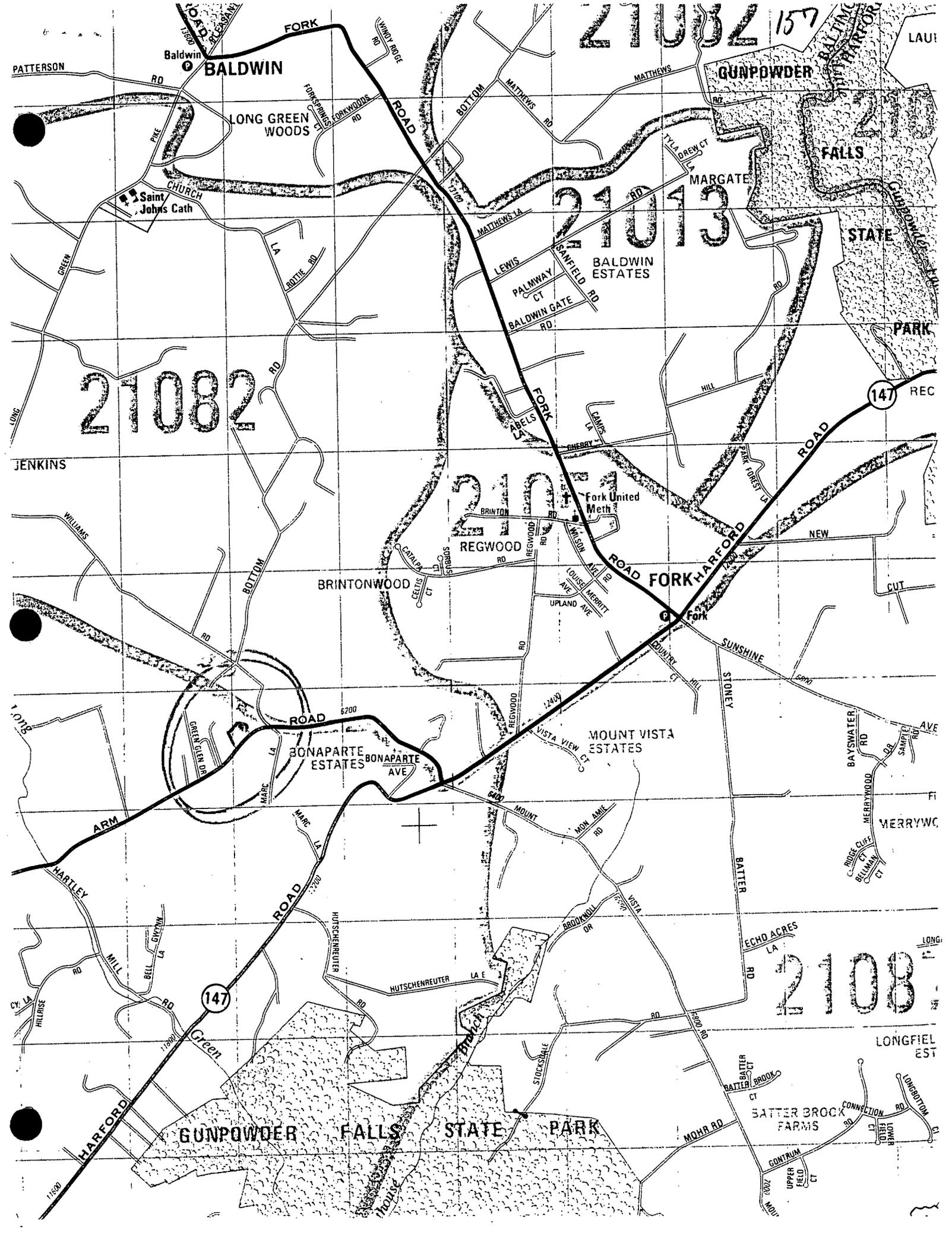
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

04-2002 EO's Dist. 6 Sen. Michael J. Collins; Dels. Diane DeCarlo; Nancy Hubers; Michael H. Weir, BA Ccnl. Joseph Bartenfelder

Comment Journal, and letter hyperlinks \shadgn\vol1\user\oed\Noise\ibase\Customer\_notes

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



21082 157

21082

21013

21081

2108

147

147

Baldwin

BALDWIN

GUNPOWDER

FALLS

BALDWIN ESTATES

BRINTONWOOD

BONAPARTE ESTATES

MOUNT VISTA ESTATES

GUNPOWDER

FALLS

STATE

PARK

PATTERSON

CHURCH  
Saint  
Johns Cath

MARGATE

PARK

JENKINS

Fork United  
Meth

REGWOOD

ROAD FORK HARFORD

REC

1075

ROAD 6200

ARM

BONAPARTE AVE

MOUNT VISTA ESTATES

HILLISE

147

Green

HUTSCHENREUTER

HUTSCHENREUTER LA E

ECHO ACRES

2108

LONGFIELD EST

ROAD FORK HARFORD

BATTER BROOK

BATTER BROCK FARMS

UPPER FIELD CT

LONGFORD CT

LAU

STATE

CUT

FI

MERRYWC

LONG

FI

EST

CT

RD

MOHR RD

CONNECTION RD

LA

RD

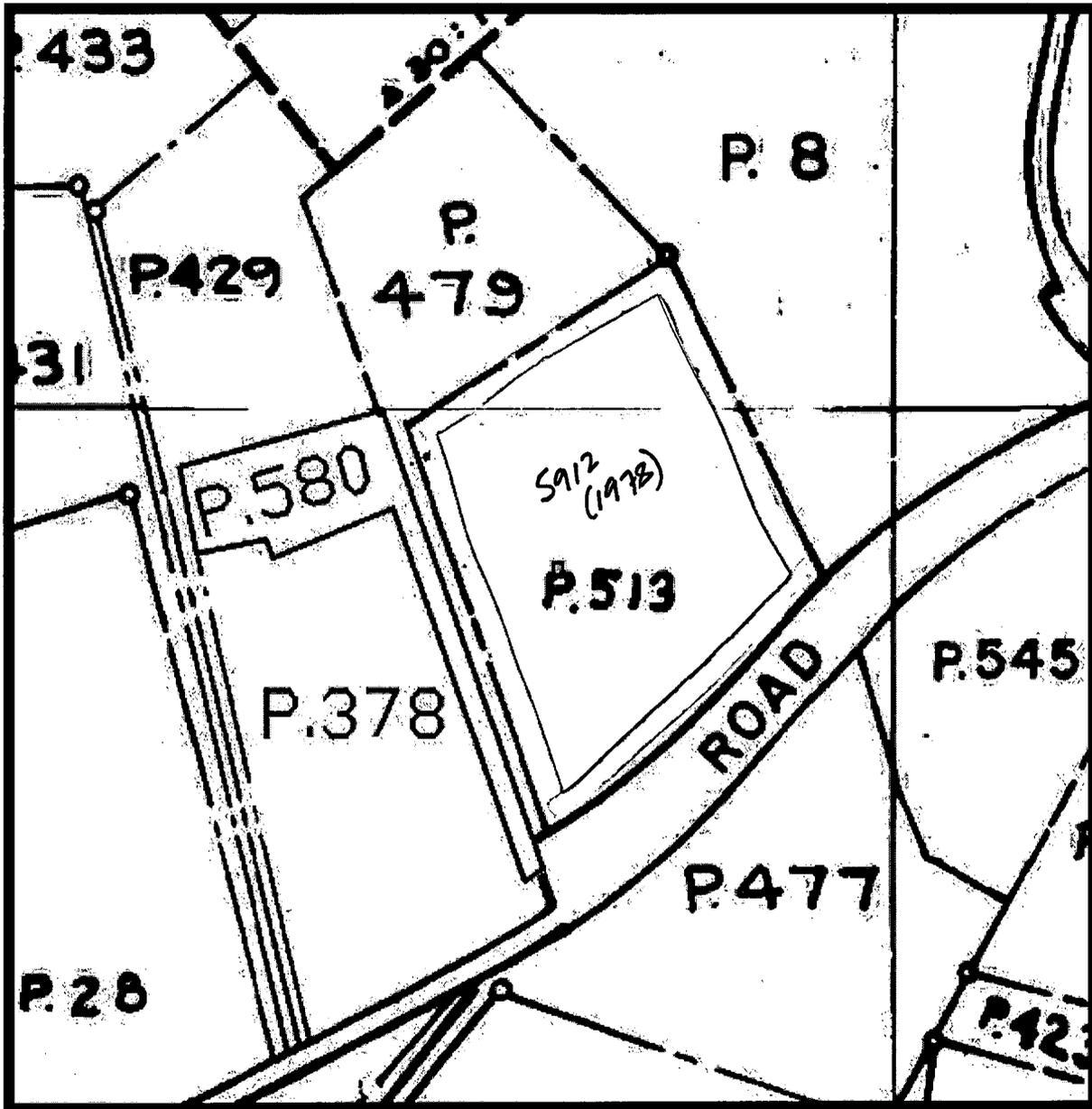
158



Maryland Department of Assessments and Taxation  
BALTIMORE COUNTY  
Real Property Data Search

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[New Search](#)

District - 11 Account Number - 1800002447



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)



**Maryland Department of Transportation  
State Highway Administration**

159

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

February 26, 2002

Mr. Matt Olsen  
Ms. Shannon Hickey  
9285D Livery Lane  
Laurel MD 20723-1618

Dear Mr. Olsen and Ms. Shannon:

Yesterday, February 25, while processing incoming mail, our administrative assistant found your Sprint payment envelope inside a piece of mail addressed to our group here at the State Highway Administration. We photocopied both sides of the envelope (please see the attached) and had our Mail Room get your envelope to the United States Post Office (main branch) with its first delivery there yesterday morning. We are advising you of this situation and hope that the unforeseen delay will not cause any problems with Sprint.

Thank you for your understanding. If you have any questions, please do not hesitate to call me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Sincerely,

A handwritten signature in black ink that reads "James D. Hade".

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Attachment

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Matt Olsen  
Ms. Shannon Hickey  
Page Two

bcc: Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

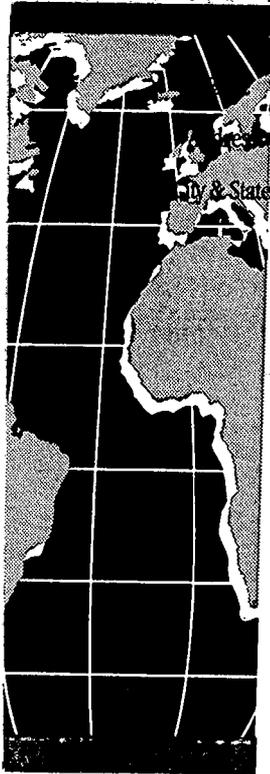
**Noise Customer #:**

**Responding to letter dated:**

Saved: 02/26/02 9:54 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\OLSENHICKEY.doc

161



**Matt Olsen & Shannon Hickey**  
9285D Livery Ln.  
Laurel, MD 20723



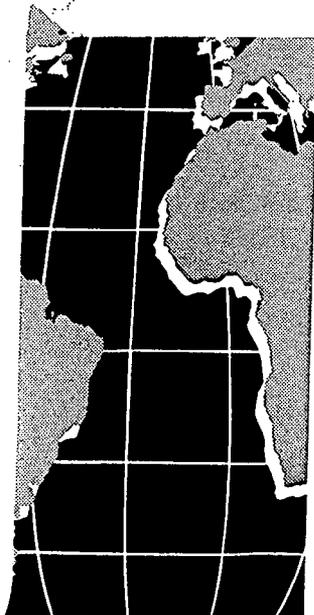
SPRINT  
P O BOX 530503  
ATLANTA GA 30353-0503

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[www.sprint.com](http://www.sprint.com)

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DALLAS, TX 75265-0270



**Please Remember to...**

- Enclose Payment coupon (lower portion of page one)
- Write customer number on check.
- Make check payable to Sprint.

Do not staple payment coupon to check.  
Do not enclose cash or correspondence with payment.

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**Remember—You can manage your account and pay your bill online at  
[www.sprint.com](http://www.sprint.com)**

Sprint Recycles.

*This was delivered to the  
MD State Highway Administration  
on 2/25/2002 inside of  
a folded inbound.  
Call Jim Wade 410-545-8577  
to confirm*

168



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

October 3, 2002

Mr. Robert B. Owens  
10159 High Ridge Road  
Laurel MD 20723-1783

Dear Mr. Owens:

Thank you for your two e-mail messages offering your "Yes" vote for the construction of a sound barrier for the High Ridge community adjacent to northbound I-95 from the Patuxent River bridge to the I-95/MD 216 interchange in Howard. I appreciate the opportunity to provide you with a ballot and the instructions for its return.

The State's Sound Barrier Policy requires that we must have a 75 percent concurrence from the impacted property owners in a community for the construction of a sound barrier project in order to finalize the design and perform the actual construction of the sound barrier. This concurrence process is accomplished by providing ballots to the impacted property owners that they must sign and return to the State Highway Administration (SHA). At the time of the community meeting, we were unaware that you were the owner of the property at 11059 High Ridge Road. We are accepting your two e-mail messages as an interim vote. Enclosed, for your use, is a postage-paid, pre-addressed ballot. Please check off the appropriate box, sign your name, fold the card in half with the SHA address to the outside, seal the folded card with tape and place the card in the mail before next Friday, October 11, 2002.

Thank you again for your e-mail "votes" and your interest in the State's Sound Barrier Program. If you have any questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-4545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Robert B. Owens  
Page Two

bcc: Mr. Ted Severe, Administrative Assistant, Noise Abatement Team, Office of  
Environmental Design, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 10-02-2002 e-mail "yes votes" sent in to OED/NAT  
to help achieve the 75% concurrence for the High Ridge community

Saved: 10/02/02 12:53 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\OWENSRB01.doc

164

**From:** NICOLE ROSS  
**To:** buck owens  
**Date:** 10/2/02 8:48AM  
**Subject:** Re: sound barrier

Good morning Mr. Owens,

Thank you for sending your ballot to me. After all of the ballots are received, the results will be forwarded to you. The State Highway Administration anticipates having all of the ballots by no later than October 9, 2002.

Thank you for interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962 or by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). I will be happy to assist you.

Sincerely,

Nicole Ross  
Special Assistant to the Director of Environmental Design  
Maryland State Highway Administration, C-303  
707 N. Calvert Street  
Baltimore, Maryland 21202  
410-545-8616 (office)  
410-209-5003 (fax)  
[nross@sha.state.md.us](mailto:nross@sha.state.md.us)

>>> buck owens <[ironmanipa@yahoo.com](mailto:ironmanipa@yahoo.com)> 10/02/02 06:54AM >>>  
I vote for the sound barrier on the north side of I-95  
at High Ridge Road, Laure. Robert B Owens, 10159 High  
Ridge Road, Laurel, Md 20723. 301-498-4508. thanks.  
(2nd message)

**CC:** TED SEVERE

165

**From:** NICOLE ROSS  
**To:** TED SEVERE  
**Date:** 10/2/02 8:50AM  
**Subject:** Re: sound barrier project

Ted,

I believe this is the same "Buck" Owens that sent me the same e-mail a few seconds ago — just a different e-mail address. Please read below. Thanks,

Nicole

>>> "ROBERT OWENS" <rbuckowens@email.msn.com> 10/02/02 06:52AM >>>

I vote for the sound barrier project on the east or north bound side of I-95 at High Ridge Road, Laurel. Robert B Owens, 10159 High Ridge Road, Laurel, MD 20723. 301-498-4508. thanks.

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P



**Maryland Department of Transportation  
State Highway Administration**

167

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

October 18, 2002

Mr. Jay Parekh  
President  
Jaypar, Inc.  
3730 Garand Road  
Ellicott City MD 21042-4951

Dear Mr. Parekh:

This letter is a follow up to your recent conversation with Ms. Nicole Ross, of our staff, regarding the sound barrier project to protect the High Ridge community along northbound I-95 between the Patuxent River bridge and the I-95/MD 216 interchange in Howard County. I appreciate the opportunity to provide you with the following information.

The advertisement date for the High Ridge sound barrier project is anticipated to occur in mid-November 2002. The bid opening for the project is anticipated to occur in December 2002 and the project is scheduled to begin construction in the Spring of 2003.

Thank you for your interest in the State's Sound Barrier program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams'.

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Sandra B. Schrader, Member, Senate of Maryland  
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates  
The Honorable Frank S. Turner, Member, Maryland House of Delegates  
The Honorable Guy Guzzone, Member, Howard County Council  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. Robert L. Fisher, District Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Jay Parekh  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design  
State Highway Administration  
Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Member, Howard  
County Council  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 10-09-2002 telephone conversation between Mr.  
Parekh and Ms. Ross requesting written confirmation of advertisement date/bid opening for the  
High Ridge sound barrier project in Howard County

Saved: 10/10/02 12:33 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PAREKH02.doc

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**From:** NICOLE ROSS  
**To:** TED SEVERE  
**Date:** 10/10/02 11:52AM  
**Subject:** Mr. Jay Parekh Letter

Ted,

Attached is a draft of the written response to Mr. Jay Parekh regarding the bid opening date for the High Ridge barrier. This is the gentleman who wanted us to provide something to him in writing. Please look over the document and make any changes as necessary. Thanks for your help,

Nicole

170

October 10, 2002

Mr. Jay Parekh  
President  
Jaypar, Inc.  
3730 Garand Road  
Ellicott City MD 21042-4951

Dear Mr. Parekh:

This is a follow up to your recent conversation with Ms. Nicole Ross, of our staff, regarding the sound barrier project for the High Ridge community along northbound I-95 between the Patuxent River bridge and the I-95/MD 216 interchange in Howard County. I appreciate the opportunity to provide you with the following information.

The sound barrier project for the High Ridge community is anticipated to begin construction in the Spring of 2003. As such, the bid opening for this project is scheduled to take place in November 2002.

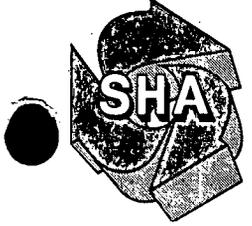
Thank you for your interest in the State's Sound Barrier program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: The Honorable Sandra B. Schrader, Member, Senate of Maryland  
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates  
The Honorable Frank S. Turner, Member, Maryland House of Delegates  
The Honorable Guy Guzzone, Member, Howard County Council  
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. Robert L. Fisher, District Engineer, State Highway Administration

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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

September 4, 2002

Mr. Jay Parekh  
President  
Jaypar, Inc.  
3730 Garand Road  
Ellicott City MD 21042-4951

Dear Mr. Parekh:

RE: Property at 10167 High Ridge Road, Laurel MD 20723-1783

This is a follow-up to your recent letter to Mr. James Hade, our Noise Abatement Team Leader, requesting information regarding the sound barrier project to protect the High Ridge community along northbound I-95 between the Patuxent River bridge and the I-95/MD 216 interchange in Howard County. I appreciate the opportunity to provide the following information.

The sound barrier for the High Ridge community is anticipated to begin construction in the Spring of 2003. The construction could take up to one year to complete. The enclosed plan shows the alignment for the sound barrier. The 10167 High Ridge Road property is among those properties that are impacted by highway traffic noise levels of 66 decibels or higher. The noise receptor site associated with 10167 High Ridge Road is R-28. The predicted noise level without a sound barrier for this site is 70 decibels leq. After the construction of the barrier, the predicted noise level is 62 decibels leq. Therefore, the sound barrier is predicted to reduce the noise level at this receptor site by 8 decibels. The enclosed plan and cross-sections were distributed at the August 6 community informational meeting held at the Howard County Public Safety Complex, Southern District, 11226 Scaggsville Road in Laurel. Also enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy. The project number for the High Ridge sound barrier is HO8575126.

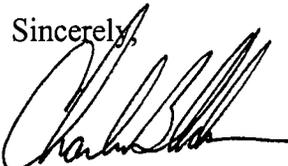
My telephone number is \_\_\_\_\_

Maryland Relay Service, for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Jay Parekh  
Page Two

Thank you for your inquiry. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  
  
Charles B. Adams  
Director  
Office of Environmental Design

Enclosures

- cc: The Honorable Sandra B. Schrader, Member, Senate of Maryland
- The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
- The Honorable Frank S. Turner, Member, Maryland House of Delegates
- The Honorable Guy Guzzone, Member, Howard County Council
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Robert L. Fisher, District Engineer, State Highway Administration

Mr. Jay Parekh  
Page Three

bcc: Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Member, Howard  
County Council  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** None

**Responding to letter dated:** Follow-up to 08-12-2002 letter from Mr. Parekh to Mr. Jim Hade  
requesting noise level information for 10167 High Ridge Road as Mr. Parekh's firm is  
subdividing the property in order to divide it into three residential lots and needs to provide this  
information to Howard County Department of Planning and Zoning

Saved: 08/26/02 9:02 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PAREKH01.doc

Enclosures:

One copy of *Plan and Cross-Sections* of sound barrier project for High Ridge community,  
distributed at 08-06-2002 community meeting

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

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# Jaypar, Inc.

3730 Garand Road  
Ellicott City, Maryland 21042  
Ph: (410) 418-5850 Fax: (410) 418- 5836

August 12, 2002

Mr. James Hade  
Office of Environmental Design  
Maryland State Highway Administration  
Mail Stop C-303  
707 N. Calvert Street  
Maryland 21202-3668

Re: Noise Abatement along I-95 in Howard County  
Proposed 3-Lot subdivision  
10167 High Ridge Road, Laurel

Dear Mr. Hade:

We are currently working on subdividing the abovementioned property into three residential lots. The property is located at the corner of River Hill Road and High Ridge Road and has an existing house on it.

It is our understanding based on conversation with Mr. Ted Severe of your office that a Noise Abatement study has been conducted along this portion of I-95 and measures to mitigate high Noise level have been designed and funded. As part of our submission of the Subdivision design, we will be required to provide this information to Howard County Department of Planning and Zoning. We will appreciate if you can forward all pertinent information to us at the earliest convenience. Some of the information that we will require is:

- Existing Noise level along the property
- Noise Level after the construction of the abatement measures
- Project Number assigned by SHA for this design and construction
- Budgeted Amount and schedule for the construction

We understand that providing a copy of the entire Noise Study would be voluminous and hence request that copies of appropriate pages be provided to us by your office. If you have any questions or need any further information, please do not hesitate to contact the undersigned at your earliest convenience.

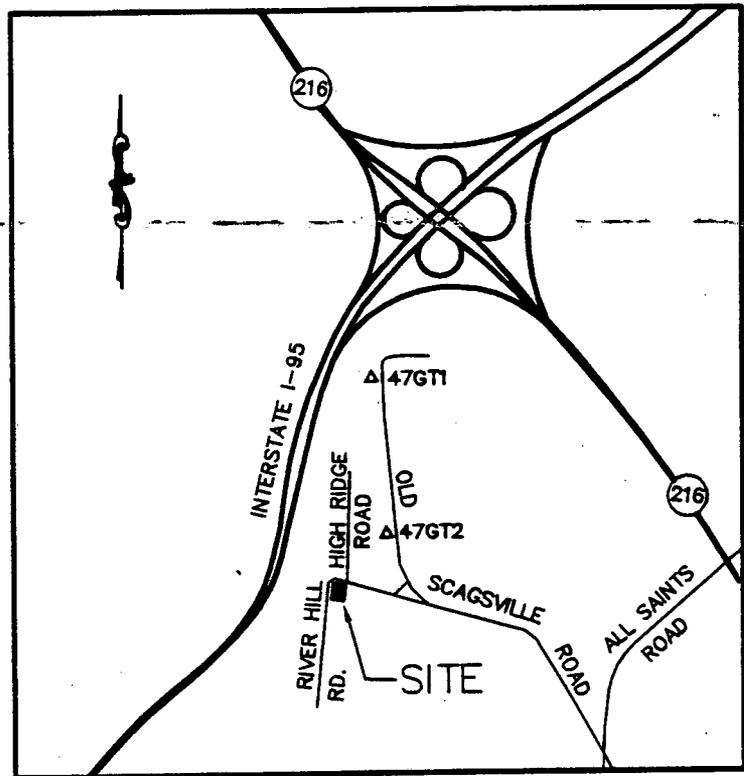
Sincerely,

Jaypar, Inc.



Jay Parekh  
President

cc: KCE Engineering



**VICINITY MAP**  
SCALE: 1" = 2000'

176

**Jaypar, Inc.**

3730 Garand Road

Ellicott City, Maryland 21042 - 4951

Ph: (410) 418-5850 Fax: (410) 418-5836

email: [jayp@jaypar.com](mailto:jayp@jaypar.com)

August 12, 2002

Mr. James Hade  
Office of Environmental Design  
Maryland State Highway Administration  
Mail Stop C-303  
707 N. Calvert Street  
Maryland 21202-3668

Re: Noise Abatement along I-95 in Howard County  
Proposed 3 Lot subdivision  
10167 High Ridge Road, Laurel

Dear Mr. Hade:

We are currently working on subdividing the abovementioned property into three residential lots. The property is located at the corner of River Hill Road and High Ridge Road and has an existing house on it.

It is our understanding based on conversation with Mr. Ted Severe of your office that a Noise Abatement study has been conducted along this portion of I-95 and measures to mitigate high Noise level have been designed and funded. As part of our submission of the Subdivision design, we will be required to provide this information to Howard County Department of Planning and Zoning. We will appreciate if you can forward all pertinent information to us at the earliest convenience. Some of the information that we will require is:

- Existing Noise level along the property
- Noise Level after the construction of the abatement measures
- Project Number assigned by SHA for this design and construction
- Budgeted Amount and schedule for the construction

We understand that providing a copy of the entire Noise Study would be voluminous and hence request that copies of appropriate pages be provided to us by your office. If you have any questions or need any further information, please do not hesitate to contact the undersigned at your earliest convenience.

Sincerely,

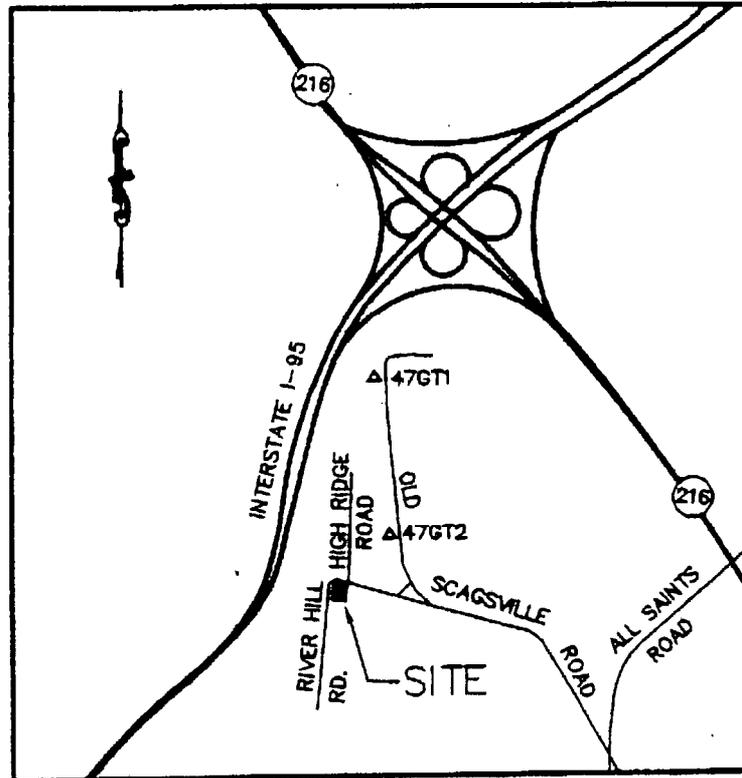
Jaypar, Inc.



Jay Parekh  
President

cc: KCE Engineering

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VICINITY MAP  
SCALE: 1" = 2000'

178



KCE ENGINEERING, INC.

# FAX TRANSMITTAL

Date: 8-23-02

Number of Pages (including cover): 3 Fax No. 410-209-5003

Company: State Highway Administration

Re: Allen Property

Attn: TED SEVERE

Message: This letter is being faxed to you as  
Per conversation with Jay Parekh.

Original Copy will be forwarded by mail: Yes  No

From: VIR KATHURIA

DJB  
SUBMITTAL DATE  
8/29

If you have any problems receiving this transmission, please contact our office at the number listed below.

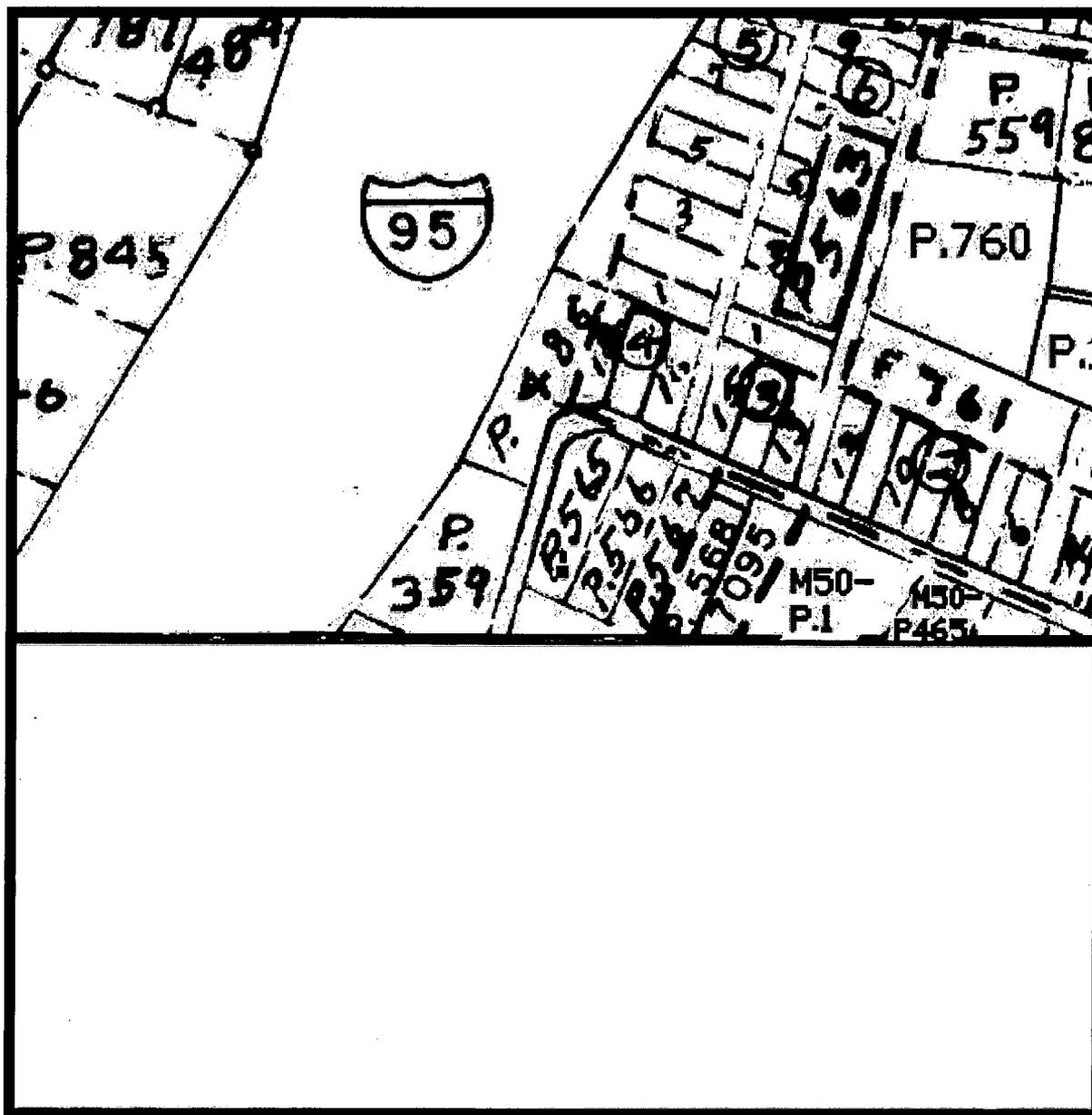
179



Maryland Department of Assessments and Taxation  
HOWARD COUNTY  
Real Property Data Search

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District - 06 Account Number - 434312



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

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Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
**HOWARD COUNTY**  
 Real Property Data Search

[Go Back](#)  
[View Map](#)  
[New Search](#)

Account Identifier: District - 06 Account Number - 434312

**Owner Information**

Owner Name: ALLEN ROBERT B Use: RESIDENTIAL  
 ALLEN PEGGY S T/E  
 Principal Residence: NO  
 Mapping Address: 10685 OLD BOND MILL RD Deed Reference: 1) / 5261/ 486  
 LAUREL MD 20723 2)

**Location & Structure Information**

Premises Address Zoning Legal Description  
 10167 HIGH RIDGE ROAD RSC 38,250 SQ' (.8781 A)  
 LAUREL 20723 10167 HIGH RIDGE RD  
 LAUREL

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
47	19	565					81	Plat Ref:

Special Tax Areas Town Ad Valorem Tax Class A/V, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1932	1,602 SF	38,027.00 SF	
Stories	Basement	Type	Exterior
1 1/2	YES	STANDARD UNIT	FRAME

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2002	Value As Of 07/01/2002	Value As Of 07/01/2003
Land:	55,370	73,260		
Improvements:	74,270	80,250		
Total:	129,640	153,510	137,596	145,552
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: DAVIS JAMES D JR Date: 11/17/2000 Price: \$139,000  
 Type: IMPROVED ARMS-LENGTH Deed1: / 5261/ 486 Deed2:  
 Seller: WESSELL JOHN L AND WF Date: 12/17/1998 Price: \$134,000  
 Type: IMPROVED ARMS-LENGTH Deed1: / 4552/ 128 Deed2: 5261 477  
 Seller: Date: Price:  
 Type: Deed1: Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Special Tax Recapture:  
 Exempt Class: \* NONE \*



**Maryland Department of Transportation  
State Highway Administration**

181

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

June 27, 2002

Ms. Loma Jeanne Payne  
Ms. Nancy Young  
602 Biggs Avenue  
Frederick MD 21702-4110

Dear Mesdames Payne and Young:

Thank you for your recent e-mail messages to Mr. Russell Walto, State Highway Administration Project Engineer, regarding a sound barrier for the Villa Estates community adjacent to southbound US 15 between 7th Street and Rosemont Avenue in the City of Frederick. Mr. Walto forwarded your inquiries to the Office of Environmental Design and I appreciate the opportunity to respond to you.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels.

The State Highway Administration is analyzing the potential noise impacts under the Type I portion of the State's Sound Barrier Program as part of its current I-270/US 15 Multi-Modal Corridor Study. This study is a joint study between SHA and the Maryland Transit Administration extending from the Shady Grove Metro Station in Montgomery County to Biggs Ford Road in Frederick County. The study area includes the Villa Estates community. Mr. Walto is the contact for this study.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

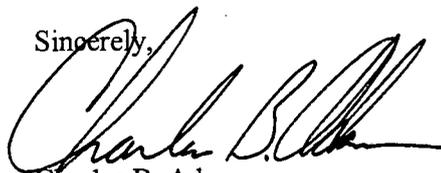
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Loma Jeanne Payne  
Ms. Nancy Young  
Page Two

The State Highway Administration has conducted an evaluation of the Villa Estates community to determine if the community meets all of the technical criteria for a Type II sound barrier as outlined above. Our evaluation determined that the Villa Estates community does meet all of the Type II sound barrier technical criteria. However, before State funding can be considered, it will be necessary for the City of Frederick to initiate a local noise ordinance to address noise impacts on new residential developments adjacent to State highways. Additionally, the City must agree to fund 20 percent of the cost to install a sound barrier for the Villa Estates community. These requirements have been provided to City of Frederick officials.

Thank you for your e-mail messages and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will also be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable Joseph R. Bartlett, Member, Maryland House of Delegates
- The Honorable Jennifer P. Dougherty, Mayor, City of Frederick
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable C. Sue Hecht, Member, Maryland House of Delegates
- The Honorable Alexander X. Mooney, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Louise V. Snodgrass, Member, Maryland House of Delegates
- Mr. Russell Walto, Project Engineer, State Highway Administration

Ms. Loma Jeanne Payne  
Ms. Nancy Young  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2607 (Payne); 2608 (Young)

**Responding to letter dated:** Follow-up to 06-24-2002 separate e-mail messages from Ms. Payne and Ms. Young to Mr. Russell Walto expressing their feelings about the lack of sound barrier protection for their community; Mr. Walto forwarded these messages to OED/NAT for response

Saved: 06/26/02 10:17 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PAYNEYOUNG01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

184

**From:** JEREMY BECK  
**To:** NANCY YOUNG  
**Date:** 6/24/02 2:29PM  
**Subject:** Re: Location/Design Public Hearing on 6/27/02

Ms. Young:

Thank you for your interest in the I-270/US 15 Multi-Modal Corridor Study. Your email has been forwarded to Mr. Jim Hade of the Maryland State Highway Administration (SHA) Noise Abatement Team. The Noise Abatement Team will respond to your request. He may be reached by telephone at 410-545-8599 or by email at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Jeremy Beck  
Project Engineer

>>> "NANCY YOUNG" <Nancy30773@msn.com> 06/20/02 08:00PM >>>  
Dear Mr. Walto,

In receiving your public notice newsletter it is with great concern that I e-mail you. Myself and another party bought our home on Biggs Avenue in 1994. Our home backs up to Rt. #15. It is impossible to have picnics in our backyard because of the noise from traffic on the highway which is only feet from our yard. Large tractor trailers gear down at our back yard point and if you're mowing the lawn at that time you actually fear that one of them will ram into the wire fencing (the only thing separating the truck and myself) and result in severe injury or death. A sound wall is long past due we folks whose yards back up to this highway. True, many folks may say "you knew it was there when you purchased the house"; however, it was not there when many residents purchased their homes back in 1945 - 1950 and traffic has progressively gotten worse. I do not understand how folks in Germantown, Gaithersburg and surrounding areas reap the benefits of a sound wall, but the folks of Biggs Avenue do not. And to think there is a proposal to add more lanes - or should I say "more noise" not to mention more danger. The issue being addressed will be greatly appreciated at the public meeting in Urbana and I invite any official anytime of day or night to feel free to stop by our home and walk into the backyard and just listen or better yet two officials and encourage you to try to have a conversation with one another in the backyard.

Thank you,

Nancy Young  
602 Biggs Avenue  
Frederick, MD 21702

**CC:** JIM HADE; KEN POLCAK; NICOLE ROSS; RUSSEL WALTO; TED SEVERE

185

**From:** JEREMY BECK  
**To:** NANCY YOUNG  
**Date:** 6/24/02 2:24PM  
**Subject:** Re: Urbana Meeting - U.S. #15

Ms. Payne:

Thank you for your interest in the I-270/US 15 Multi-Modal Corridor Study. Your email has been forwarded to Mr. Jim Hade of the Maryland State Highway Administration (SHA) Noise Abatement Team. The Noise Abatement Team will respond to your request. He may be reached by telephone at 410-545-8599 or by email at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Jeremy Beck  
Project Engineer

>>> "NANCY YOUNG" <Nancy30773@msn.com> 06/20/02 08:44PM >>>

Dear Mr. Walto,

Having resided eight years on Biggs Avenue I've signed three petitions in the past five years pertaining to a sound wall and have yet to have a response from anyone. Have been informed by neighbors that the money has been there for some time. Is this true or just a rumor? The noise and pollution have doubled in the past five years and I'm extremely concerned about my well being when I'm in my yard for whatever the reason.

We've been paying the price for years, don't you think it's your turn now. We need a sound wall now, not after more noise is accosted due to road construction. How much more should we have to endure?

Thank you

Loma Jeanne Payne  
602 Biggs Avenue  
Frederick Md. 21702

**CC:** JIM HADE; KEN POLCAK; NICOLE ROSS; RUSSEL WALTO



Customer Info. View for 2001

Monday, June 24, 2002 03:06 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2607		06/24/2002	E-mail	PAYNE	Ms. Loma Jeanne	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
602	Biggs Avenue	FR	Frederick	21702-4110	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-694-3538	Nancy30773@msn.c	Villa Estates

Logical Project Limits	ROADWAY: US 15	BarrierName
------------------------	----------------	-------------

SB US 15 between 7th Street and Rosemont Avenue in City of Frederick

RESPONSE	INQUIRY	2nd Contact
	wants barrier	
	Last Contact	Researcher
	06/24/2002	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	07/05/2002		n/a

LAST action

6-24-02 e-mail from Ms. Payne, co-owner of 602 w/Ms. Nancy Young; lived at address 8 yrs; signed 3 petitions w/no response; neighbors say funds have been avail for some time; need sound wall NOW not later after more noise due to construction



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 3 Sen. Alexander X. Mooney; Dels. Joseph R. Bartlett; C. Sue Hecht; Louise V. Snodgrass; Fred. City Mayor Jennifer P. Dougherty

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

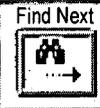
Customer Info. View for 2001

Monday, June 24, 2002 03:24 PM

TSevere

188

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2608		06/24/2002	E-mail	YOUNG	Ms. Nancy	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
602	Biggs Avenue	FR	Frederick	21702-4110	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-694-3538	Nancy30773@msn.c	Villa Estates

Logical Project Limits | ROADWAY: US 15 | BarrierName

SB US 15 between 7th Street and Rosemont Avenue

RESPONSE	INQUIRY	2nd Contact
	wants barrier	
	Last Contact	Researcher
	06/24/2002	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	07/05/2002		n/a

LAST action

6-24-02 email from Ms. Young, co-owner of 602 w/Ms. Loma Jeanne Payne; bought home 1994; sound barrier long past due; hopes issue to be dealt with at meeting in Urbana; invites any State official to stop by and experience situation first hand



Comments: This field can not be sorted or searched.; OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 3 Sen. Alexander X. Mooney; Dels. Joseph R. Bartlett; C. Sue Hecht; Louise V. Snodgrass; Fred. City Mayor Jennifer P. Dougherty

Comment Journal, and letter hyperlinks \\shadg\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

# To Meet 100% of our Commitments!

189

Click here for a plain text ADA compliant screen.

 <b>Maryland Department of Assessments and Taxation</b> <b>FREDERICK COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	---

Account Identifier: District - 02 Account Number - 112116

**Owner Information**

<b>Owner Name:</b>	PAYNE, LOMA J. & NANCY YOUNG	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	YES
<b>Mailing Address:</b>	602 BIGGS AVE. FREDERICK MD 21702-4110	<b>Deed Reference:</b>	1) / 2022/1101 2)

**Location & Structure Information**

<b>Premises Address</b> 602 BIGGS AVE FREDERICK 21701	<b>Zoning</b>	<b>Legal Description</b> LT 62 1/2 X 145 602 BIGGS AVE. FREDERICK
---	---------------	--

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
408	6	731E					81	

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	FREDERICK CITY FRED CITY DIST 1 FIRE TAX
--------------------------	----------------------------------	---

<b>Primary Structure Built</b> 1953	<b>Enclosed Area</b> 1,200 SF	<b>Property Land Area</b> 9,062.00 SF	<b>County Use</b>
--	----------------------------------	--	-------------------

<b>Stories</b> 1	<b>Basement</b> YES	<b>Type</b> STANDARD UNIT	<b>Exterior</b> BRICK
---------------------	------------------------	------------------------------	--------------------------

**Value Information**

	Base Value	Value As Of 01/01/2002	Phase-in Assessments	
			As Of 07/01/2001	As Of 07/01/2002
Land:	43,290	43,290		
Improvements:	77,330	92,330		
<b>Total:</b>	<b>120,620</b>	<b>135,620</b>	<b>120,620</b>	<b>125,620</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> STULL, LARRY G. & SHIRLEY A.	<b>Date:</b> 06/21/1994	<b>Price:</b> \$128,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 2022/1101	<b>Deed2:</b>
<b>Seller:</b> FOGLE, LLOYD M. & MARY M.	<b>Date:</b> 06/23/1992	<b>Price:</b> \$125,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 1798/1290	<b>Deed2:</b>
<b>Seller:</b> STULL, EMORY W. & DAISY L.	<b>Date:</b> 05/29/1991	<b>Price:</b> \$0
<b>Type:</b> UNKNOWN	<b>Deed1:</b> / 1710/ 323	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

EOS = DIST. 3 - Sen. Alexander X. Mooney  
 Del. Joseph R. Bartlett  
 C. Sue Hedder  
 Louise V. Smolga

\* NONE \*  
 Brad Meyer  
 Jennifer P. Dougherty

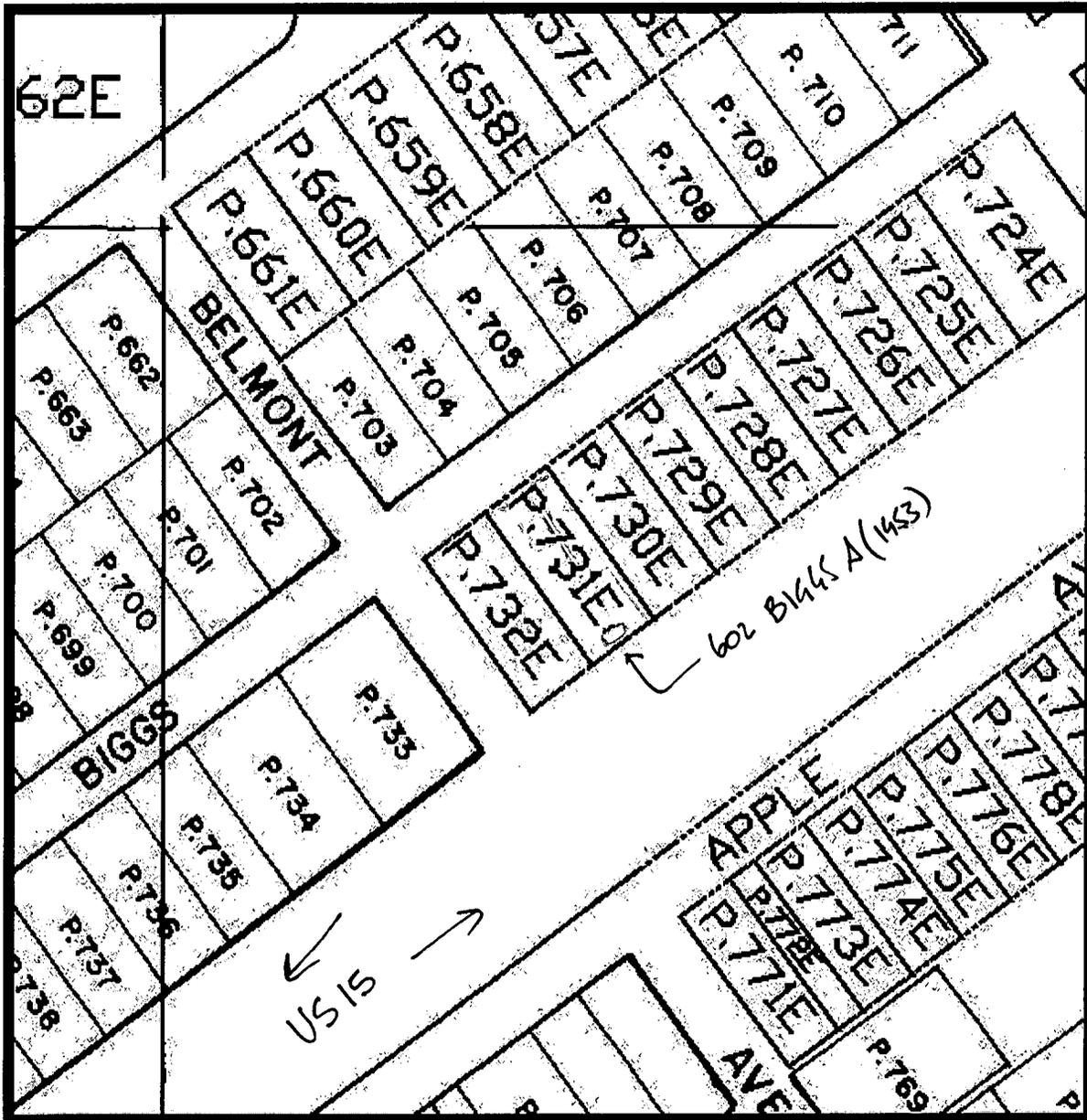
190



Maryland Department of Assessments and Taxation  
FREDERICK COUNTY  
Real Property Data Search

Go Back  
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District - 02 Account Number - 112116



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

191



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- make a map
- int'l directories
- toll free numbers



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 Listings 1-2 of 2

**Payne, J**  
 602 Biggs Ave  
 Frederick, MD 21702  
 301-694-3538  
[Did you go to school with J Payne?](#)  
[Search public records.](#)



[More Info On J Payne](#)

**Young, N L**  
 602 Biggs Ave  
 Frederick, MD 21702  
 301-694-3538  
[Did you go to school with N L Young?](#)  
[Search public records](#)



[More Info On N L Young](#)

Listings 1-2 of 2

▶ [new search](#)

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Choos

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Milita

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Publ

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**Maryland Department of Transportation**  
**State Highway Administration**

192

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

November 1, 2002

Mr. Alphonso Pegram  
15406 Whistling Oak Way  
Accokeek MD 20607-2709

Dear Mr. Pegram:

This letter is a follow-up to your recent telephone conversation with Ms. Nicole Ross, of our staff, regarding a sound barrier for the Farmington Woods community along southbound MD 210 between Farmington Road East and Livingston Road (MD 373) in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, a multi-modal study of MD 210, between I-95/I-495 and MD 228 is being conducted. The effects of highway traffic noise are being studied as part of this study. We are determining whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we will also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise will also have to predate the approval of the highway improvements. If these conditions are met, we will then determine whether we could reduce the excess noise levels for a reasonable cost. By copy of this letter, we are forwarding your name and address to Mr. Dennis Atkins, the Project Manager for the MD 210 Multi-Modal Study, so that you will receive updates on the progress of the study as well as notice of any public meetings that may be conducted. Mr. Atkins can be contacted by phone at 410-545-8548 or 1-800-548-5026 or, by e-mail, at [datkins@sha.state.md.us](mailto:datkins@sha.state.md.us). He will be happy to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully-controlled access highways where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

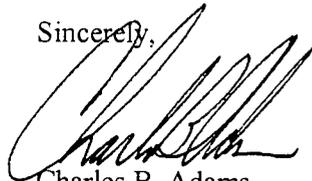
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Alphonso Pegram  
Page Two

The Farmington Wood community has been evaluated under the Type II portion of our Sound Barrier Program as outlined above. The homes along Whistling Oak Way were constructed between 1997 and 2001 after the 1986 dualization of MD 210 from MD 373 northward to Fort Washington Road. Also, MD 210 is not a fully controlled-access highway. Based on this information, the Farmington Woods community is not eligible for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will also be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: Mr. Dennis Atkins, Project Manager, Office of Planning and Preliminary Engineering,  
State Highway Administration
- The Honorable M.H. Jim Estep, Member, Prince George's County Council
- The Honorable Thomas V. Mike Miller, Jr., Member Senate of Maryland
- The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,  
State Highway Administration
- The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Mr. Alphonso Pegram  
Page Three

bcc: James D. Hade, PLA, Noise Abatement Team Leader, Office of Environmental Design,  
State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of  
Environmental Design, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2643

**Responding to letter dated:** Follow-up to 10-25-2002 telephone conversation between Mr. Pegram and  
Ms. Nicole Ross; Mr. Pegram wanted to know what the State's Sound Barrier Policy is

Saved: 10/29/02 2:26 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PEGRAM01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

NOISE INQUIRY CHECKLIST

DATE 10/25/02

FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_

RECEIVED BY Nicole Ross

NAME Mr. Al Pegrum

ADDRESS ~~15504~~ Whistling Oak Way  
15406 Accokeek, Md. 20607-2708  
(include zip code)

DAY TELEPHONE 301-562-4780 <sup>UNLISTED/NEW</sup> (WORK / HOME)

OTHER TELEPHONE \_\_\_\_\_

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. Md. 210

COMMUNITY / AREA NAME Farmington Woods

LOCATION ALONG HIGHWAY \_\_\_\_\_

SUMMARY OF INQUIRY What is our sound barrier policy?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_ BY \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\*\*\* REFERENCE FILES \*\*\*

\_\_\_\_\_  
\_\_\_\_\_

meets criteria for baner -  
 cost is less than \$50K -  
 at L3 dbw bwl/no-h

\$35,000/res

NSA M ← amb N

~~R-9~~

R-10 65

R-11 66

NSN ← \$26,900/res (12) ISAD4 Wh. Dan Lw = 59 dbw

R-2	61	5	55
3	64	6	60
4	63	9	59

TYPE I  
 FARMINGTON WOODS — PM —  
 NSA N R-B

NSA N recommend. for noise abnd -  
 tech criteria met.

TYPE II - fails for det -  
 homes built 97-2001 - prohibits NO 210

Customer Info. View for 2001

Monday, October 28, 2002 02:45 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST-NAME	Active?
2643		10/28/2002	Phone	PEGRAM	Mr. Alphonso	<input checked="" type="checkbox"/>

STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu
15406	Whistling Oak Way	PG	Accokeek	20607-2709	private

Elected Official whom has communicated directly to us on this custome	Find Next		
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-562-4780		Farmington Woods

Logical Project Limits	ROADWAY	BarrierName
	MD 210	

SB MD 210 between Farmington Road East and MD 373 (Livingston Rd)

RESPONSE	INQUIRY	2nd Contact
Type I - are under Multi-modal study; fails for Type II because homes in community postdate MD 210	What is our sound barrier policy?	
Last Contact	Researcher	Primary SHA Contact
10/25/2002		Nicole

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		none; send copy of Comm Resource Guide; area under Type I study	

Do we owe a letter?	Letter Commit due date	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	11/08/2002		n/a

LAST action

10-25-02 Mr. Pegram called & spoke w/Nicole Ross; requested "what is our sound barrier policy?"

Comments: This field can not be sorted or searched.; OPPE or Hwy rep.current type 1 inf

10-2002 EO's Dist. 27A Sen. Thomas V. Mike Miller, Jr.; Dels. James E. Proctor, Jr.; Joseph F. Vallario, Jr.; PG Cncl M.H. Jim Estep

10-28-2002 MD 210 from I-95/I-495 to MD 228 is under on-going Multi-Modal Corridor Study (Type I noise evaluation); community fails for Type II as majority of homes on Whistling Oak Way were constructed between 1997 and 2001; this postdates MD 210, therefore, not eligible for Type II consideration

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes\

Consultant Fir. 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

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Maryland Department of Assessments and Taxation  
 PRINCE GEORGE'S COUNTY  
 Real Property Data Search

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Account Identifier: District - 05 Account Number - 0352112

**Owner Information**

Owner Name: PEGRAM, ALPHONSO & KAREN Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 15406 WHISTLING OAK WAY Deed Reference: 1) /16300/ 686  
ACCOKEEK MD 20607-2709 2)

**Location & Structure Information**

Premises Address: 15406 WHISTLING OAK WAY  
 ACCOKEEK 20607  
 Zoning: RE  
 Legal Description: PLAT 4  
 L 5863 F 234  
 FARMINGTON WOODS>

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
151	F3		5306			5	80		173097

Special Tax Areas: Town Ad Valorem Tax Class 08

Primary Structure Built (1997) Enclosed Area 4,249 SF Property Land Area 36,049.00 SF County Use 001

Stories 2 Basement YES Type STANDARD UNIT Exterior BRICK

**Value Information**

	Base Value	Value			Phase-in Assessments		
		As Of 01/01/2001	As Of 07/01/2002	As Of 07/01/2003	As Of 01/01/2001	As Of 07/01/2002	As Of 07/01/2003
Land:	58,200	58,200					
Improvements:	281,760	333,420					
Total:	339,960	391,620	374,400	391,620			
Preferential Land:	0	0	0	0			

**Transfer Information**

Seller: CHASE MANHATTAN MORTGAGE CORP Date: 10/10/2002 Price: \$415,900  
 Type: NOT ARMS-LENGTH Deed1: /16300/ 686 Deed2:  
 Seller: MULLEN, MICHAEL & ELEANOR B Date: 01/09/2001 Price: \$384,000  
 Type: NOT ARMS-LENGTH Deed1: /14298/ 708 Deed2:  
 Seller: FARMINGTON JOINT VENTURE Date: 04/10/1997 Price: \$381,007  
 Type: IMPROVED ARMS-LENGTH Deed1: /11368/ 448 Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Special Tax Recapture: \* NONE \*

EO'S - DIST. 27A. - Sen. Thomas V. Mike

Mullen Jr  
 Del. James E. Proctor, Jr  
 Joseph F. Vallario, Jr

Pls Co: DIST. 9  
 Jim.  
 M.H. Estep

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Maryland Department of Assessments and Taxation  
**PRINCE GEORGE'S COUNTY**  
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Account Identifier: District - 05 Account Number - 0351684

**Owner Information**

Owner Name: CRAWFORD, MICHAEL & VICKY Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 15504 WHISTLING OAK WAY Deed Reference: 1) /11812/ 644  
 ACCOKEEK MD 20607-2708 2)

**Location & Structure Information**

Premises Address: 15504 WHISTLING OAK WAY Zoning: RE Legal Description: PLAT 2  
 ACCOKEEK 20607 L 5863 F 234  
 FARMINGTON WOODS>

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:	
151	F3		5306			2	80			173095

Special Tax Areas: Town Ad Valorem Tax Class 08

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1998	3,694 SF	40,048.00 SF	001

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	FRAME

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2001	Value As Of 07/01/2002	Value As Of 07/01/2003
Land:	58,600	58,600		
Improvements:	242,780	274,260		
<b>Total:</b>	<b>301,380</b>	<b>332,860</b>	<b>322,366</b>	<b>332,860</b>
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: FARMINGTON JOINT VENTURE	Date: 12/03/1997	Price: \$331,462
Type: IMPROVED ARMS-LENGTH	Deed1: /11812/ 644	Deed2:
Seller: MEINHARDT, HENRY A JR	Date: 05/26/1994	Price: \$1,367,000
Type: MULT ACCTS ARMS-LENGTH	Deed1: / 9583/ 306	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

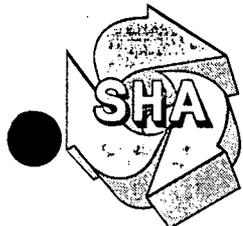
**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

\* NONE \*



**Maryland Department of Transportation  
State Highway Administration**

200

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

October 22, 2002

Mr. Kenneth Pennington  
7501 Brooklyn Bridge Road  
Laurel MD 20707-2813

Dear Mr. Pennington:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding the sound barrier for the Laurel Ridge community along northbound I-95 from south of Brooklyn Bridge Road to north of Brooklyn Bridge Road in Prince George's County. I appreciate the opportunity to respond to your concerns.

We will be happy to investigate the highway traffic noise levels near your home. A representative from our office will contact you within the next thirty days to provide you an overall schedule and other information as it relates to the pending study.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns in the meantime, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams'.

Charles B. Adams  
Director  
Office of Environmental Design

- cc: The Honorable Thomas E. Dernoga, Member, Prince George's County Council  
The Honorable John A. Giannetti, Jr., Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Sandra B. Schrader, Member, Senate of Maryland  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Kenneth Pennington  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,  
State Highway Administration  
Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, Office of  
Environmental Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2634

**Responding to letter dated:** Follow-up to 10-03-2002 telephone conversation between Mr. Pennington and Mr. Ted Severe; Mr. Pennington wants a noise level test; he feels that sound barrier that was built needs to be extended(?); especially wants night time noise levels measured; trucks are trying to accelerate on the I-95 upgrade adjacent to Mr. Pennington's home and are quite noisy; aerial photo from Mapquest shows that Mr. Pennington's home is located approximately in the center of the sound barrier constructed just south of Brooklyn Bridge Road along northbound I-95

Saved: 10/07/02 12:02 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PENNINGTONK01.doc

NOISE INQUIRY CHECKLIST

DATE 3 OCT 2002 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # 2634 RECEIVED BY T.E. SEVERE

NAME MR. KENNETH PENNINGTON

ADDRESS 7501 BROOKLYN BRIDGE ROAD

LAUREL MD 20707-2813  
(include zip code)

DAY TELEPHONE (301) 490-8632 ~~(WORK)~~ (HOME)

OTHER TELEPHONE \_\_\_\_\_

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. I-95

COMMUNITY / AREA NAME LAUREL RIDGE

LOCATION ALONG HIGHWAY NB I-95 - SE QUAD I-95 / BROOKLYN BR RD

SUMMARY OF INQUIRY WANTS NOISE LEVEL TEST, ESPECIALLY AT NIGHT - <sup>EX.</sup> BARRIERS NOT WORKING?; NEEDS EXTENDING? TRUCKS TRYING TO ACCELERATE ON UPSHARDS & ARE ESPECIALLY NOISY AT NIGHT.

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_ BY \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\*\*\* REFERENCE FILES \*\*\*

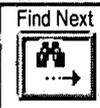
\_\_\_\_\_  
\_\_\_\_\_

Customer Info. View for 2001

Monday, October 07, 2002 11:30 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2634		10/03/2002	Phone	PENNINGTON	Mr. Kenneth	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
7501	Brooklyn Bridge Road	PG	Laurel	20707-2813	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-490-8632		Laurel Ridge/Shelton Tract

Logical Project Limits | ROADWAY: I-95 | BarrierName

NB I-95 just south of Brooklyn Bridge Road

RESPONSE	INQUIRY	2nd Contact
	would like noise level test and barrier	
Last Contact	Researcher:	Primary SHA Contact
10/03/2002		Ted

FILE LOCATIO	OTHER	Current committmen	Construction Projects

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	10/16/2002		n/a

LAST action

10-3-02 Mr. Pennington called; spoke w/Ted Severe; I-95 is noisy; would like noise level test esp. at night; wants barrier

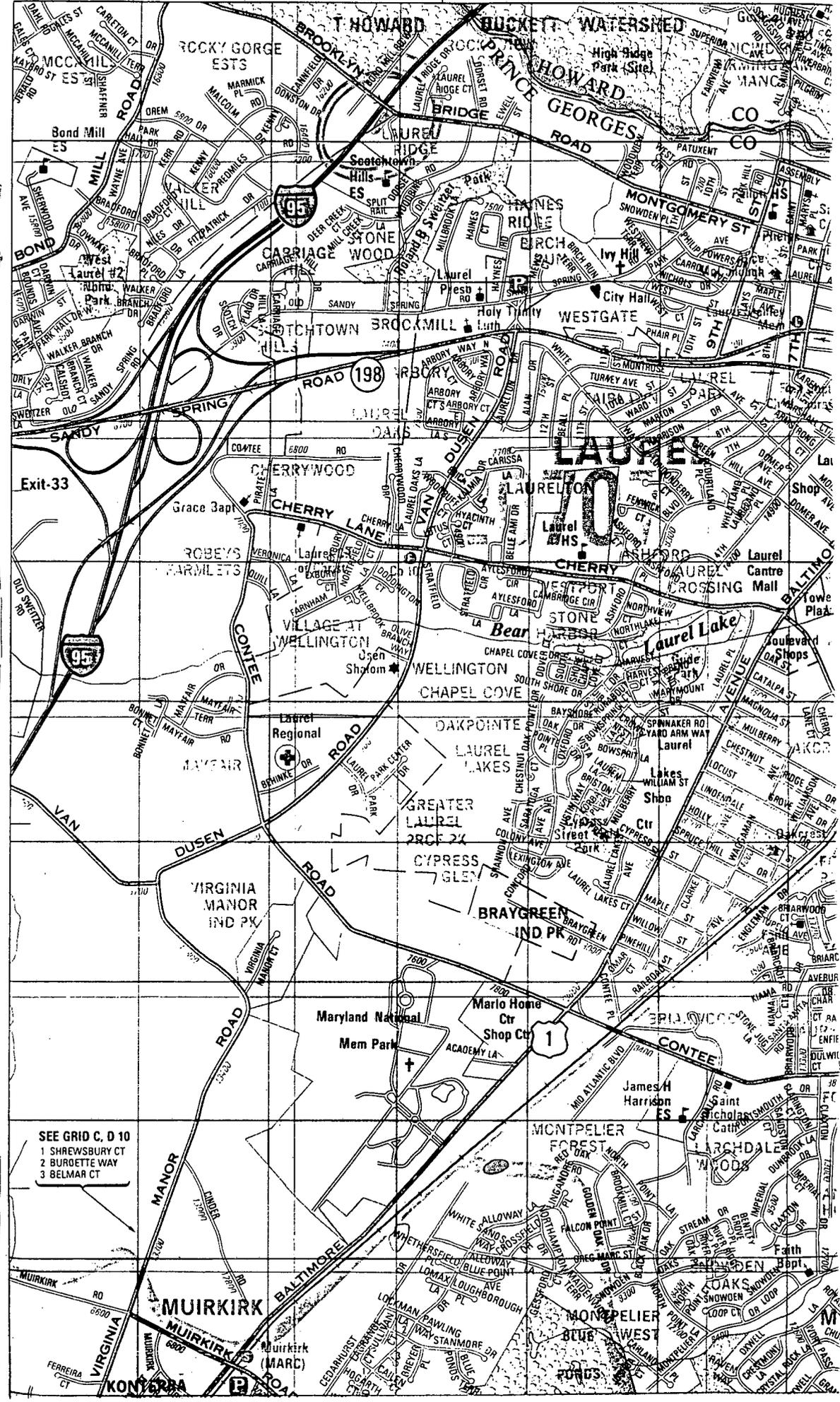
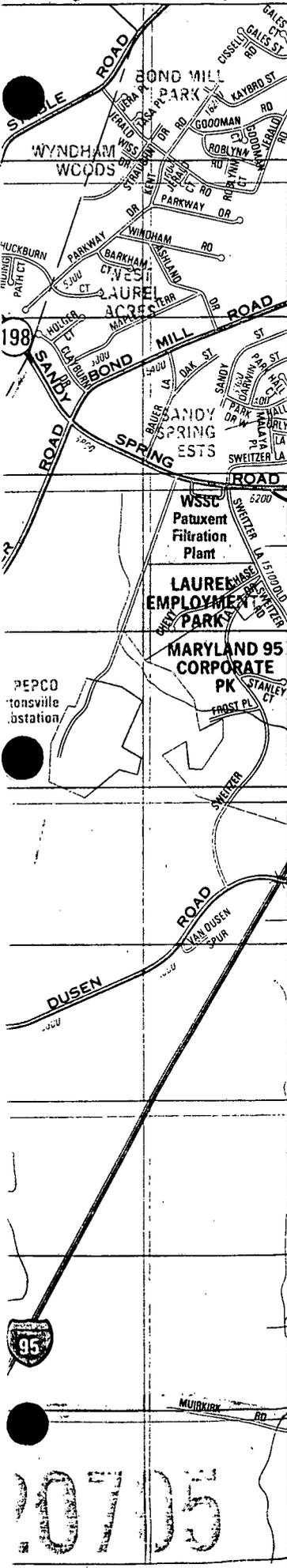


Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

10-2002 EO's Dist. 13B Sen. Sandra B. Schrader; Del. John A. Giannetti, Jr.; PG CNCL Thomas E. Demoga

Comment Journal, and letter hyperlinks	\\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\
Consultant Fir	1-888-375-1975 outside MD

To Meet 100% of our Commitments!



SEE GRID C, D 10  
 1 SHREWSBURY CT  
 2 BURDETTE WAY  
 3 BELMAR CT

10705

LAUREL  
RIDGE<sup>+</sup>

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---	--	---

Account Identifier: District - 10 Account Number - 1102417

**Owner Information**

Owner Name: PENNINGTON, KEN & JANE LIVING TRUS      Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 7501 BROOKLYN BRIDGE RD      Deed Reference: 1) /14787/ 559  
 LAUREL MD 20707-2813      2)

(301) 490-8632

**Location & Structure Information**

Premises Address: 7501 BROOKLYN BRIDGE      Zoning: RR      Legal Description: CEN PT & STRIP AT NW PT PARCEL 8 EQ SHELTON TRACT>

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:	County
2	F4		7500				81			A-0879

Special Tax Areas: Town Ad Valorem Tax Class      LAUREL      02

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1950	1,020 SF	1.71 AC	001

Stories	Basement	Type	Exterior
1	NO	STANDARD UNIT	FRAME

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of	Value As Of	Value As Of
Land:	55,930	01/01/2002	07/01/2002	07/01/2003
Improvements:	79,260	55,930	99,910	
Total:	135,190	155,840	142,073	148,956
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: PENNINGTON, KENNETH D & JANE M      Date: 07/02/2001      Price: \$0  
 Type: NOT ARMS-LENGTH      Deed1: /14787/ 559      Deed2:  
 Seller:      Date: 07/13/1965      Price: \$18,000  
 Type: UNKNOWN      Deed1: / 3172/ 540      Deed2:  
 Seller:      Date:      Price:  
 Type:      Deed1:      Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO      Special Tax Recapture: \* NONE \*

60's - DIST. 13B - Sen. Sandra B Schwab  
 Del. John A. Giannotti, Jr.

PG CO: DIST. 1 - Thomas E. Demaja

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Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
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District - 10 Account Number - 1102417



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**7501 Brooklyn Bridge Rd**  
**Laurel, MD**  
**20707-2813, US**



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**7501 Brooklyn Bridge Rd**  
**Laurel, MD**  
**20707-2813, US**



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Account Identifier: District - 10 Account Number - 1006162

**Owner Information**

<b>Owner Name:</b>	PENNINGTON, KEN & JANE LIVING TRUS	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	NO
<b>Mailing Address:</b>	7501 BROOKLYN BRIDGE RD LAUREL MD 20707-2813	<b>Deed Reference:</b>	1) /14787/ 559 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
7501 BROOKLYN BRIDGE RD LAUREL 20707	RR	S PT W 60 FT PAR 9 & S PT SHELTON TRACT>

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	A-0879
2	F4		7500				81	Plat Ref:	

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	LAUREL 02
--------------------------	----------------------------------	--------------

<b>Primary Structure Built</b>	<b>Enclosed Area</b>	<b>Property Land Area</b>	<b>County Use</b>
0000		2.42 AC	001

<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>
----------------	-----------------	-------------	-----------------

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of 01/01/2002	As Of 07/01/2002	As Of 07/01/2003
Land:	29,070	29,070		
Improvements:	0	0		
<b>Total:</b>	<b>29,070</b>	<b>29,070</b>	<b>29,070</b>	<b>29,070</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> PENNINGTON, KENNETH D & JANE M	<b>Date:</b> 07/02/2001	<b>Price:</b> \$0
<b>Type:</b> NOT ARMS-LENGTH	<b>Deed1:</b> /14787/ 559	<b>Deed2:</b>
<b>Seller:</b> BROWDER, NATANIEL C	<b>Date:</b> 12/15/1978	<b>Price:</b> \$15,000
<b>Type:</b> UNKNOWN	<b>Deed1:</b> / 5034/ 241	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

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Account Identifier: District - 10 Account Number - 1102425

**Owner Information**

<b>Owner Name:</b>	PENNINGTON, KEN & JANE LIVING TRUS	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	NO
<b>Mailing Address:</b>	7501 BROOKLYN BRIDGE RD LAUREL MD 20707-2813	<b>Deed Reference:</b>	1) /14787/ 559 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
7501 BROOKLYN BRIDGE RD LAUREL 20707	RR	CEN PT OF S 308.75 FT OF W 60 SHELTON TRACT>

Map	Grid	Parcel	Subdivison	Section	Block	Lot	Group	Plat No:	A-0879
2	F4		7500				81	Plat Ref:	

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	LAUREL 02
--------------------------	----------------------------------	--------------

<b>Primary Structure Built</b>	<b>Enclosed Area</b>	<b>Property Land Area</b>	<b>County Use</b>
0000		5,497.00 SF	001

<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>
----------------	-----------------	-------------	-----------------

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of 01/01/2002	As Of 07/01/2002	As Of 07/01/2003
Land:	540	540		
Improvements:	0	0		
<b>Total:</b>	<b>540</b>	<b>540</b>	<b>540</b>	<b>540</b>
Preferential Land:	0	0	0	0

**Transfer Information**

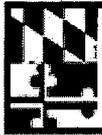
<b>Seller:</b> PENNINGTON, KENNETH D & JANE M	<b>Date:</b> 07/02/2001	<b>Price:</b> \$0
<b>Type:</b> NOT ARMS-LENGTH	<b>Deed1:</b> /14787/ 559	<b>Deed2:</b>
<b>Seller:</b> UNKNOWN	<b>Date:</b> 07/31/1965	<b>Price:</b> \$0
	<b>Deed1:</b> / 3172/ 540	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

<b>Partial Exempt Assessments</b>	<b>Class</b>	<b>07/01/2002</b>	<b>07/01/2003</b>
County	000	0	0
State	000	0	0
Municipal	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

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Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
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Name	Account	Street	OWN OCC	Map Parcel
<u>PENNINGTON KEN</u>	10 1006162	7501 BROOKLYN BRIDG	N	2
<u>PENNINGTON KEN</u>	10 1102417	7501 BROOKLYN BRIDG	H	2
<u>PENNINGTON KEN</u>	10 1102425	7501 BROOKLYN BRIDG	N	2



**Maryland Department of Transportation**  
**State Highway Administration**

211

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

December 9, 2002

Mr. Michael A. Perrino  
216 Shana Road  
Glen Burnie MD 21060-7436

Dear Mr. Perrino:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Glenwood community along southbound MD 10 that would extend the existing sound barrier along the ramp from eastbound MD 648 to southbound MD 10 in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

It is my pleasure to inform you that the Glenwood community meets the technical requirements for a Type II sound barrier as outlined above. The next step is for Anne Arundel County to agree to fund 20 percent of the cost to install the sound barrier. We need this commitment before we can consider State funding for the barrier. Information regarding the funding requirements for this barrier has been forwarded to County Executive Janet S. Owens. Unfortunately at this time, even with the County's commitment, a new barrier project would not likely be funded for construction before 2008. We will keep you informed as we work through the funding process.

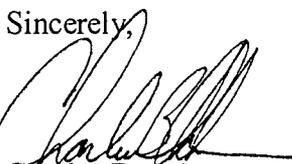
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Michael A. Perrino  
Page Two

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

- cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
- The Honorable Philip C. Jimeno, Member, Senate of Maryland
- The Honorable John R. Leopold, Member, Maryland House of Delegates
- The Honorable C. Edward Middlebrooks, Member, Ann Arundel County Council
- The Honorable Janet S. Owens, Ann Arundel County Executive
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Mary M. Rosso, Member, Maryland House of Delegates
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- Mr. Greg Welker, District Engineer, State Highway Administration

Mr. Michael A. Perrino  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 12-02-2002 telephone conversation between Mr. Perrino and Mr. Ted Severe; Mr. Perrino inquired if a sound barrier was planned for his community along SB MD 10 just south of the MD 10/MD 648 interchange; if no barrier was planned, he wanted to know how to get the process started; Glenwood community was declared eligible for a Type II sound barrier in March 2000; AA Co needs to agree to fund the 20% cost share before State funding can be sought

Saved: 12/03/02 3:44 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PERRINOMA01.doc

2114

NOISE INQUIRY CHECKLIST

DATE 12/02/02 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_ RECEIVED BY \_\_\_\_\_

NAME MICHAEL A. PERRINO

ADDRESS ~~216~~ 216 SHANA ROAD

GLEN BURNIE MD 21060-7436  
(include zip code)

DAY TELEPHONE (H) 410-787-2190 (WORK / HOME)

OTHER TELEPHONE (W) cell: 301-919-0515 email: mperrino@santegrup.org.

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. MD 10

COMMUNITY / AREA NAME GLENWOOD

LOCATION ALONG HIGHWAY SB MD - 1,600 FT. S of MD648/MD<sup>10</sup> interchen

SUMMARY OF INQUIRY 2nd write @ this address - border w/out leaves  
is a barrier planned? if not, how does one initiate the process

\*\*\* FOLLOW-UP \*\*\*

DATE 12/21/02 BY T.E. SEVRS

1) COMMUNITY STUDIOS FOR TYPE II 2) ELIGIBLE FOR BABRIOR 3)  
AA Co has not yet agreed to fund 20% share of cost. - no  
State FUNDING at this time

\*\*\* REFERENCE FILES \*\*\*

<p><u>HA 12/21/02</u></p> <p>EO'S - Dist. 31 - Sen. Philip C. Jimeno          Dds. Joan Calder          John R. Leopold          Mary M. Roso</p>	<p><u>af 1/1/03</u></p> <p>Sen Philip C. Jimeno          Dds Joan Calder          Don Dwyer          John R. Leopold</p> <p>AA CO          DIST. 2          C. Edward          Middlebrooks</p>
---	---

Customer Info. View for 2001

Wednesday, December 04, 2002 08:06 AM

Admin

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2656		12/04/2002	Phone	PERRINO	Mr. Michael A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
216	Shana Road	AA	Glen Burnie	21060-7436	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
(cell) 301-919-0515	410-787-2190	mperrino@santegro	Glenwood			
Logical Project Limits	ROADWAY	BarrierName				
Extension of ex barrier on ramp from EB MD 648 to SB MD 10, approx. 1200 feet long						
RESPONSE	INQUIRY	2nd Contact				
described Type I & II criteria - good news - comm eligible for Type II barrier (2000) - AA Co needs to agree to fund 20% cost share before State funding		is barrier planned? If not, what is process to get one?				
Last Contact	Researcher	Primary SHA Contact				
12/02/2002		Ted	Construction Projects			
FILE LOCATIO	OTHER	Current committmen	advise that comm meets criteria but AA Co needs to agree to fund 20% share			
Do we owe a letter?	Letter Commit due date	Letter signed date	Reason Letter is Late			
<input checked="" type="checkbox"/>	12/13/2002		n/a			
LAST action	12-02-02 Mr. Perrino called; spoke w/Ted Severe; wants to know if barrier is planned near his home; if not, what is process to get a barrier					
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
12-2002 EO's thru 12/31/2002 Dist. 31 Sen. Philip C. Jimeno; Dels. Joan Cadden; John R. Leopold; Mary M. Rosso; AA Cncl C. Edward Middlebrooks after 01-01-2003 EO's Dist. 31 Sen. Philip C. Jimeno; Dels. Joan Cadden; Don Dwyer; John R. Leopold; AACncl C. Edward Middlebrooks						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\			
Consultant Fir	1-888-375-1975 outside MD					



To Meet 100% of our Commitments!



Maryland Department of Transportation  
State Highway Administration

JIM HADEL PROJ FILE  
AAC - MD 10 - GLENWOOD

2/16

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

March 21, 2000

Mr. and Mrs. Richard G. Harris  
222 Shana Road  
Glen Burnie MD 21060-7436

Dear Mr. and Mrs. Harris:

The State Highway Administration (SHA) has completed its review of the eligibility of the Glenwood community, along southbound MD 10, south of MD 648, in Anne Arundel County, for a sound barrier under the State's Sound Barrier Program. I appreciate your patience while we conducted this review.

It is my pleasure to inform you that the Glenwood community meets the technical requirements for a sound barrier. The next step is for Anne Arundel County to agree to fund 20 percent of the cost to install the sound barrier. We need this commitment before we can consider State funding for the barrier. Information regarding the funding requirements for this barrier is being forwarded to County Executive Janet S. Owens. We will keep you informed as we work through the funding process.

Thank you again for your patience and your interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact me or Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

  
Parker F. Williams  
Administrator

- cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
- The Honorable Philip C. Jimeno, Member, Senate of Maryland
- The Honorable John Leopold, Member, Maryland House of Delegates
- The Honorable Mary Rosso, Member, Maryland House of Delegates
- Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



218

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
 ANNE ARUNDEL COUNTY  
 Real Property Data Search

[Go Back](#)  
[View Map](#)  
[New Search](#)

Account Identifier: District - 03 Subdivision - 370 Account Number - 01319550

**Owner Information**

Owner Name: PERRINO, MICHAEL A Use: RESIDENTIAL  
 PERRINO, ERIN A  
 Principal Residence: YES  
 Mailing Address: 216 SHANA RD Deed Reference: 1) /11713/ 83  
 GLEN BURNIE MD 21060-7436 2)

**Location & Structure Information**

Premises Address: 216 SHANA RD Zoning: R5 Legal Description: LT 20 BK F  
 GLEN BURNIE 21060 216 SHANA RD  
 GLENWOOD  

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
10	20	11		370		F	20	81		25/ 33

Special Tax Areas: Town Ad Valorem Tax Class  

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1970	1,836 SF	7,885.00 SF	
Stories	Basement	Type	Exterior
1 1/2	NO	STANDARD UNIT	STUCCO

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	40,970	50,970	07/01/2002	07/01/2003
Improvements:	76,730	84,600		
Total:	117,700	135,570	123,656	129,612
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: PERRINO, MICHAEL A	Date: 07/30/2002	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /11713/ 83	Deed2:
Seller: SECRETARY OF HOUSING AND	Date: 12/26/2000	Price: \$91,000
Type: IMPROVED ARMS-LENGTH	Deed1: /10106/ 750	Deed2:
Seller: FRIES, LLOYD A	Date: 04/25/2000	Price: \$118,000
Type: NOT ARMS-LENGTH	Deed1: / 9730/ 339	Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Special Tax Recapture:  
 Exempt Class: \* NONE \*

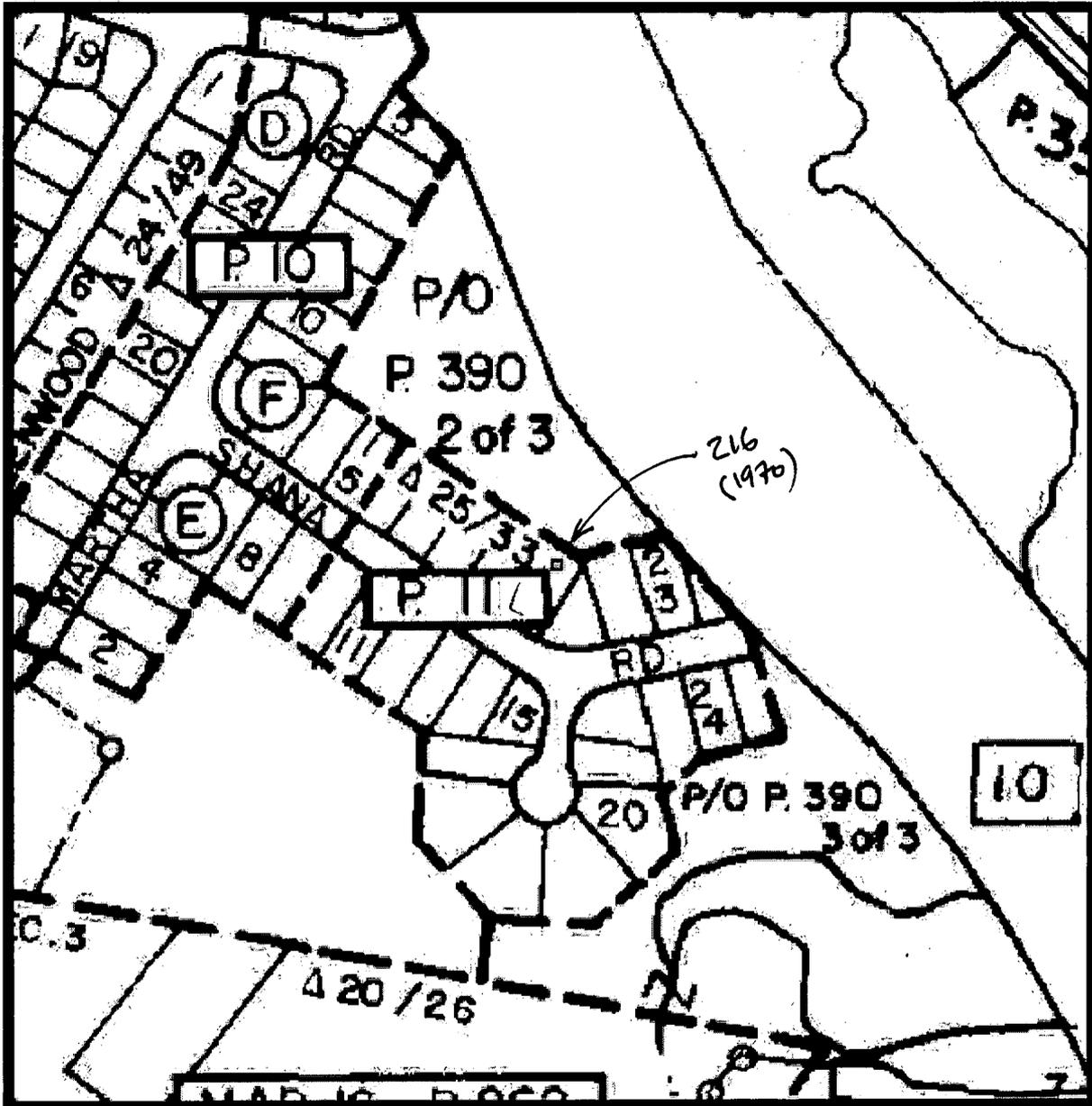
219



Maryland Department of Assessments and Taxation  
ANNE ARUNDEL COUNTY  
Real Property Data Search

Go Back  
View Map  
New Search

District - 03 Subdistrict - 370 Account Number - 01319550



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning  
web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)



Maryland Department of Transportation  
State Highway Administration

220

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

**SOUND BARRIER  
BUILD / NO BUILD  
CONCURRENCE MEMORANDUM**

**TO:** Mr. Parker F. Williams  
Administrator *PFW*

**THROUGH:** Mr. Douglas R. Rose, Chief Engineer *DRR*  
Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering *Neil J. Pedersen*

**FROM:** ~~Mr. Charles B. Adams~~  
Ms. Cynthia Simpson *Cynthia D. Simpson*  
Co-Chair, Standing Committee on Traffic Sound Barriers

**DATE:** December 23, 1999

**SUBJECT:** **Glenwood Community, Anne Arundel County**

Maryland Route 10 southbound, 1,600' South of the Baltimore-Annapolis Boulevard (MD 648) Interchange.

The Standing Committee on Traffic Sound Barriers has reviewed the criteria for a sound barrier for the subject community to determine a build or no build recommendation.

As shown on the Attachments 1 and 2, the Community of Glenwood is a single-family residential development located along the southbound side of Maryland Route 10 at the southeastern end of Shana Road at Nina Court. The community's Maryland Route 10 frontage extends from 1,400' south of the Baltimore-Annapolis Boulevard (MD 648) Interchange to 1,800' South of the Interchange. The community's northern limit is approximately 500 feet from the southern end of the existing Glendale Terrace sound barrier. The Highway Date for this section of Maryland Route 10 is 1979.

The chart on the following page summarizes the community benefits:

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

**IMPACT DATA**

- Number of impacted residences 11
- Number of residences that predate the highway 11
  
- Percent that predate highway 100 %
- Number of residences receiving  $\geq 72$  dBA 0

**BARRIER BENEFIT DATA**

- Number of impacted residences receiving 3 dBA or greater benefit 11
  - Number of non-impacted residences receiving 5 dBA or greater benefit 19
  
  - Total number of benefiting residences 30
  - Total number of impacted and benefited residences predating the highway 30
  - Percent of impacted and benefited residences predating the highway 100%
- 
- Number of impacted residences receiving 7 - 10 dBA benefit 10

**COST DATA**

- Estimated sound barrier square feet 20,082sf
  - Estimated sound barrier linear feet 1,232lf
  - Calculated sound barrier average height in feet 16.3f
- 
- Estimated sound barrier cost at \$16.54 per square foot \$ 332,200
  - Cost per residence \$ 11,100
- 
- Estimated sound barrier base construction cost at \$27.00 per square foot \$ 540,000
  - 20% contingency cost \$ 110,000
  
  - Total estimated sound barrier construction cost (includes estimated sound barrier base construction cost plus the 20% contingency cost) \$ 650,000
- 
- County share (20% of total estimated sound barrier construction cost) \$ 130,000
- 
- Reported estimated construction cost in the December 1997 Secretary's Report \$ 486,000
  - Reported estimated construction cost in the July 13, 1999 Type II Sound Barrier Eligibility Report \$ 580,000

### COMMENTS

- A sound barrier for the Community of Glenwood would benefit a total of 30 residences. The sound barrier's approximate length is 1,232 feet, average height is 16.3 feet, with a total of 20,082 square feet.
- The Glenwood sound barrier would be constructed as a southern extension of the existing Glendale Terrace sound barrier. The sound barrier would be located within the right-of-way along the edge of the 30-foot vehicle recovery area. The majority of the sound barrier would be constructed on roadway fill at the crest of the existing slope avoiding disturbances to the existing wetland areas.
- The sound barrier data for the Community of Glenwood is based on a sound barrier analysis prepared by the SHA Office of Environmental Design's Noise Team.

### FEASIBILITY

- Based on information provided in the environmental and noise documents described on page 4 and SHA's visual site investigation, there are no apparent feasibility issues related to the construction of a sound barrier for the Community of Glenwood.

### RECOMMENDATION

- The Glenwood Community sound barrier meets the Technical Eligibility Requirements for the Type II Program. Therefore, the Standing Committee on Traffic Sound Barriers recommends that Glenwood be added to the Program's list of qualifying communities.

### FUTURE ACTION NEEDED

- Notify Anne Arundel County that the Glenwood Community is eligible for the Type II Sound Barrier Program.
- Obtain approval from 75% of the impacted residences in the Community.
- Obtain 20 % funding commitment from Anne Arundel County.

### FUNDING STATUS

- The Community of Glenwood was previously denied for a Type I Sound Barrier due to cost feasibility. Therefore, a sound barrier for this community would not be eligible for Federal funding based upon the current FHWA policy.
- Federal Participation Unknown
- Design: Not Funded
- Construction: Not Funded

### Previous Type I Decisions

- Type I Denial: Previously Denied
  - August, 1975  
Highway Noise Report for  
U.S. Department of Transportation  
Federal Highway Administration and  
Maryland Department of Transportation  
State Highway Administration for  
Arundel Expressway  
MD Route 648 to MD Route 100 and  
Alternate Connections  
To Maryland Route 2

Page 44 and 67

- "As a matter of economy, an analysis must be made weighing the cost of the barrier versus the detrimental effects to 7 dwellings involved without the barrier...

The requirements...indicated a barrier approximately 1800 feet long and 16 feet high, would be required...An alternative proposal to this barrier construction would be consideration of soundproofing the 7 affected dwellings."

- January 12, 1979  
Final Environmental Statement  
Contract No. AA 572-000-571  
F.A.P. No. U 903-1(7)  
Arundel Expressway  
From Maryland Route 648 to  
Maryland Route 100  
In Anne Arundel County, Maryland

Pages C-30 and C-31

- "...the maximum noise barrier system may not be a cost-effective solution for noise abatement..., a 'recommended' or reduced scope noise barrier system has been developed...

This system is located only on the East Side of the proposed highway..."

- August, 1985  
Noise Study Report (*Final Design Reevaluation*)  
Arundel Expressway (MD. Route 10)  
Maryland Route 648 to  
Maryland Route 100  
Anne Arundel County, Maryland

Page V-3

- "C. Recommendation

...Abatement at these two residences [Sensitive Receptors 1 and 1E were at the southeastern end of Shana Road] would require the construction of the second barrier system ... resulting in a cost of \$116,500 per residents [residence] benefited (Only two residents [residences] would benefit by the barrier construction). Therefore, it is not economically feasible to construct a barrier to abate Sensitive Receptors 1 and 1E."

- The highway improvements evaluated by the above referenced documents were constructed adjacent to the Glenwood Community in 1987.

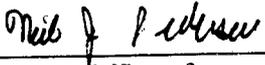
**Previous Type II Decisions**

- Type II Denial: Not Previously Denied

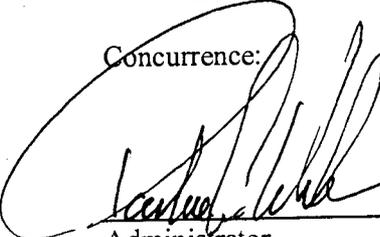
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Concurrence Recommended:

 12/3/99  
\_\_\_\_\_  
Chief Engineer Date

 12/30/99  
\_\_\_\_\_  
Director, Office of Date  
Planning and Preliminary Engineering

Concurrence:

 1/3/00  
\_\_\_\_\_  
Administrator Date

Enclosures

cc: Mr. Robert D. Douglass  
Mr. Mark Duvall  
Mr. Fred Eisen  
Mr. James D. Hade  
Ms. Natalie B. Hardy

Mr. Dennis L. Haskins  
Mr. Matthew G. Mann  
Mr. Kirk G. McClelland  
Mr. Neil J. Pedersen  
Mr. Kenneth D. Polcak

Mr. Douglas R. Rose  
Ms. Cynthia Simpson  
Mr. Melvin Stickles

**Noise Customer Number: 415 and 1971**

**Anne Arundel County**

**Maryland Route 10**

Attachment 1

**Community Location Map**

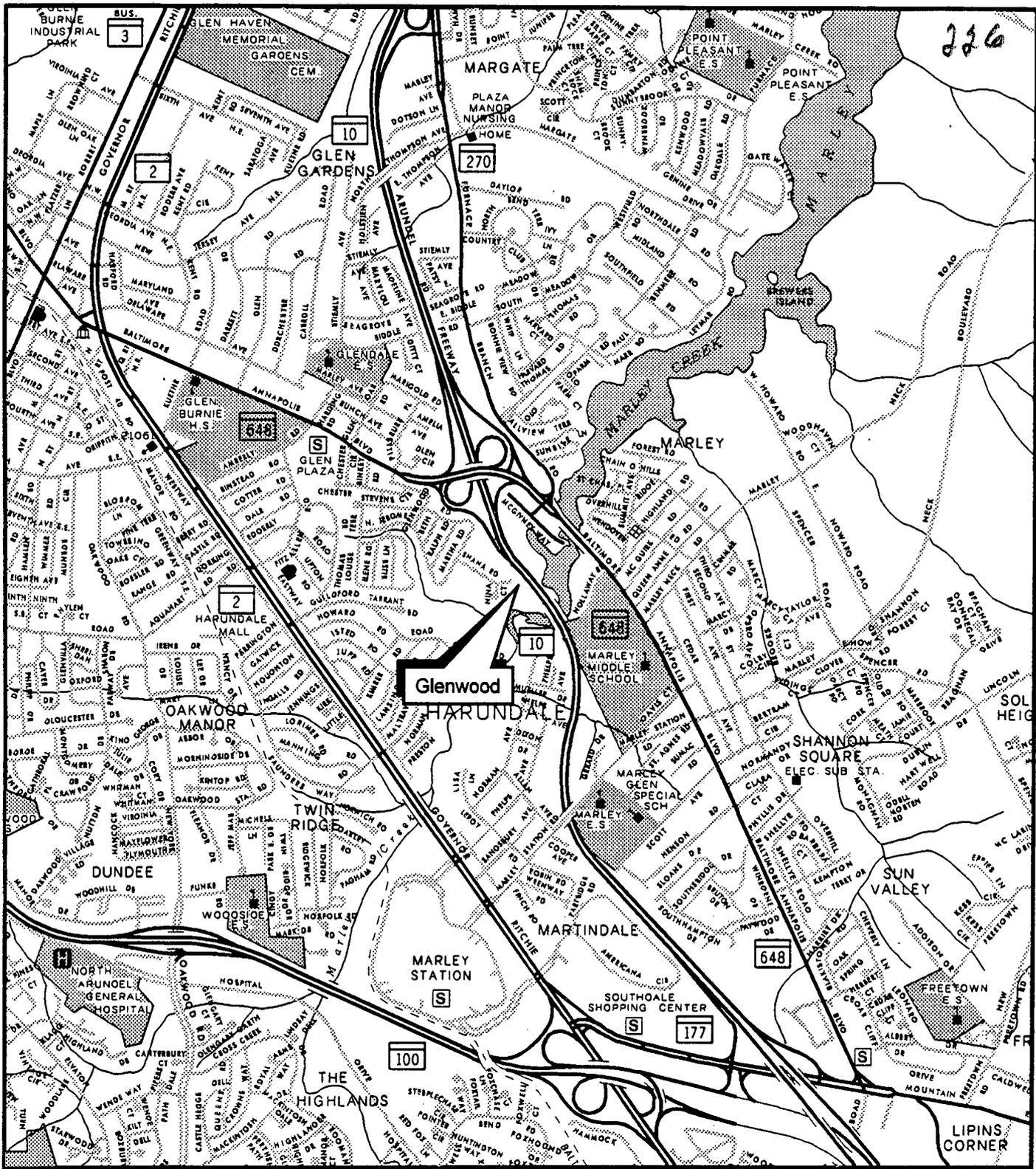
For

**Glenwood**

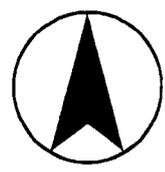
Maryland State Highway Administration

**Office of Environmental Design**

226



Vicinity Map



0 2000  
Scale in Feet

October 14, 1999

Maryland  
State Highway Administration  
Office of  
Environmental Design

**Glenwood  
Concurrence Memorandum**

Anne Arundel County  
Maryland 10 - Southbound  
South of the Baltimore-Annapolis  
Boulevard (MD 648) at Nina Court

HOR Site Number: AA-101 NLFIO: 02000M00010

# Community Location Map

23-DEC-1998 06:50

**Anne Arundel County**

**Maryland Route 10**

Attachment 2

**Community Sound Barrier Map**

For

**Glenwood**

Maryland State Highway Administration

**Office of Environmental Design**



Vicinity Map



0 200  
Scale in Feet



Predating Residence

Postdating Residence

1979 Highway Date

Legend



Impacted Residence  
Benefited by 3-dBA



Non-Impacted Residence  
Benefited by 5-dBA



Existing Sound Barrier  
Approximate Limits



Proposed Sound Barrier  
Approximate Limits

December 28, 1999

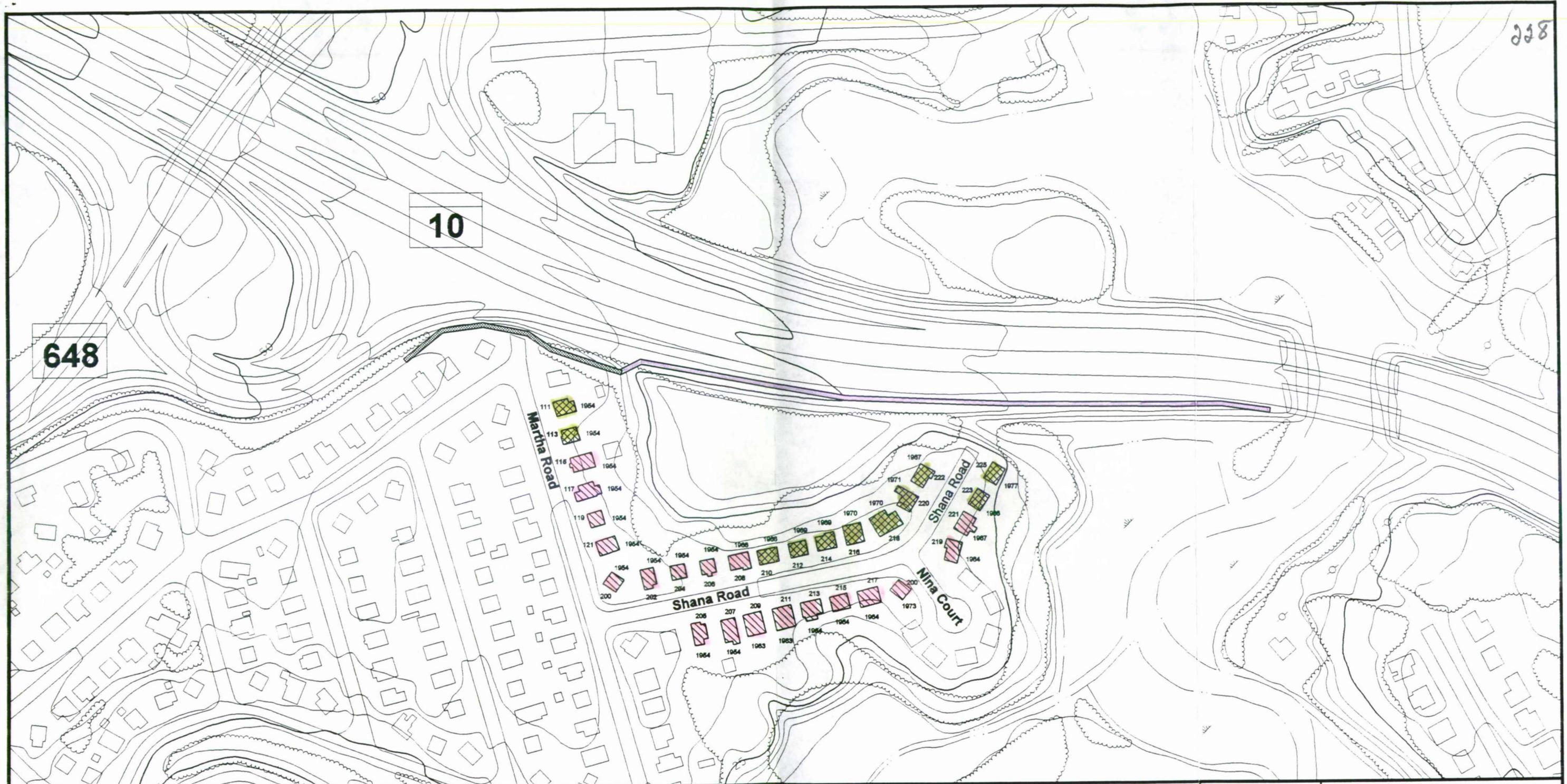
Maryland  
State Highway Administration  
Office of  
Environmental Design

Glenwood  
Concurrence Memorandum

Anne Arundel County  
Maryland Route 10 - Southbound  
South of the Baltimore-Annapolis Boulevard  
(MD 648) Interchange at Nina Court

HDR Site Number: AA-101 NLFID: 02000MD0010

Community Sound Barrier Map



648

10

248

Vicinity Map



0 200  
Scale in Feet

 Predating Residence  
 Postdating Residence  
 1979 Highway Date

**Legend**  
 Impacted Residence Benefited by 3-dBA  
 Non-Impacted Residence Benefited by 5-dBA

 Existing Sound Barrier Approximate Limits  
 Proposed Sound Barrier Approximate Limits

December 28, 1999

Maryland  
State Highway Administration  
Office of  
Environmental Design

**Glenwood  
Concurrence Memorandum**

Anne Arundel County  
Maryland Route 10 - Southbound  
South of the Baltimore-Annapolis Boulevard  
(MD 648) Interchange at Nina Court

HDR Site Number: AA-101 NLFID: 02000MD0010

**Community Sound Barrier Map**



**Maryland Department of Transportation  
State Highway Administration**

229  
Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

February 20, 2002

Mr. Harvey Persaud  
7209 Longwood Drive  
Bethesda MD 20817-2121

Dear Mr. Persaud:

This letter is a follow-up to your recent telephone conversation with Mr. Gary Wantz, of our staff, regarding displays from the August 22, 2000 Longwood community meeting. I appreciate the opportunity to provide you with these displays and an update on the project.

As discussed, enclosed are copies of the displays from the meeting: a plan showing the current noise levels, proposed noise reduction, and proposed placement of the barrier; cross-sections of the road and placement of the barrier. The sound barrier project for the Longwood community is currently underway and is anticipated to be completed in the Spring of 2003. The State Highway Administration Project Engineer is Mr. Ed Poffenberger, who can be reached at 301-365-8640 or 443-324-0187.

Thank you for your telephone call and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Wantz at 410-545-8598 or 1-800-446-5962 or, by e-mail, at [gwantz@sha.state.md.us](mailto:gwantz@sha.state.md.us). He will be happy to assist you.

Sincerely,

A handwritten signature in cursive script that reads "James D. Hade".

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Enclosures

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration  
Mr. Gary Wantz, Project Manager, Noise Abatement Team, Office of Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Harvey Persaud  
Page Two

bcc: Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2228

**Responding to letter dated:** Follow-up to 02-19-2002 telephone conversation between Mr. Persaud and Mr. Gary Wantz, requesting an additional copy of the displays from the 08-22-2000 SHA-hosted Longwood community meeting

Saved: 02/20/02 8:19 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PERSAUD01.doc

Enclosures:

One copy, each (11"x17") of *Plan of Study Area* (one page) and *Cross-Sections* (two pages)

NOISE INQUIRY CHECKLIST

DATE 2/19/02 FILE? Y/N Y

CUSTOMER ID. # 2228 RECEIVED BY C. Wozniak

NAME Darryl ~~PERSAUD~~ PERSAUD

ADDRESS <sup>7209</sup> Long Wood Drive, Bethesda, MD. 20817-2121  
off I-495  
(include zip code)

DAY TELEPHONE 202-942-7428 (WORK / HOME)

OTHER TELEPHONE \_\_\_\_\_

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. I-495 Inter Loop

COMMUNITY / AREA NAME Long Wood

LOCATION ALONG HIGHWAY Bradley Blvd to Conover Tree Rd.

SUMMARY OF INQUIRY Study about Wall @ Community Meeting  
showing 40-50% reduction. Met with neighbors  
last year - noise reduction members.

\*\*\* FOLLOW-UP \*\*\*

DATE 20 Feb 2002 BY T.E. SGLB

FROM STATUS PAGE - CONST. COM 2160 SPRING 2003

PROJ. ENG = ED POPPE@BELLTEL@301-365-8645 or 443-324-0187

ENCLOSED DISPLAY PAGES FROM 8/2000 Mtg

\*\*\* REFERENCE FILES \*\*\*



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

232

March 21, 2001

Mr. Harvey Persaud  
7209 Longwood Drive  
Bethesda MD 20817-2121

Dear Mr. Persaud:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding the displays from the August 22, 2000 Longwood community meeting. As you discussed with Mr. Severe, enclosed are copies of the materials distributed at the meeting: the meeting's agenda; an information sheet listing typical sounds and their respective decibel levels; a plan showing the current noise levels, proposed noise reduction, cross sections of the road and placement of the barrier; and a copy of the Maryland Department of Transportation State Highway Administration brochure, *A Community Resource Guide On Sound Barriers*.

Thank you for your telephone call and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Natalie Hardy, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nhardy@sha.state.md.us](mailto:nhardy@sha.state.md.us). She will be happy to assist you.

Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Enclosures

cc: Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design,  
State Highway Administration  
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Harvey Persaud  
Page Two

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2228

**Responding to letter dated:** Follow-up to 03/19/2001 telephone conversation between Mr. Persaud and Mr. Ted Severe requesting copies of materials distributed at the 08-22-2000 Longwood community meeting

Saved: 03/19/01 3:56 PM by: T.E. Severe 410-545-8600

N:\OED\NOISE\CORRESP\2001\PERSAUD01.doc

Enclosures:

One copy of the 08/22/2000 meeting's *Agenda*

One copy of *Sound* informational sheet

One set of 11" x 17" sheets (total of 3 sheets): Plan of Study Area and Cross Sections (2 pages)

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

Customer Info. View for 2001

Wednesday, February 20, 2002 07:52 AM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2228		07/12/2000	Phone	PERSAUD	Mr. Harvey	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
7209	Longwood Drive	MO	Bethesda	20817-2121	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
202-942-7428	301-212-3569		Longwood

Logical Project Limits	ROADWAY: I-495	BarrierName
inner loop I-495 from Bradley Blvd to Greentree Rd		

RESPONSE	INQUIRY	2nd Contact
is 7/12/00 meeting cancelled? Will it be rescheduled after 08/07/2000?		
Last Contact	Researcher:	Primary SHA Contact
03/19/2001		Natalie
FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	Reason Letter is Late
<input type="checkbox"/>		n/a

LAST action	Letter signed date

2-19-02 Mr. Persaud called; spoke w/Gary Wantz; requested another set of displays from the comm mtg

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

07/2000 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl Howard A. Denis) 04/09/01 Mr. Persaud called & wanted to know when const will start on Longwood barrier; informed that there are 3 barriers in proj and is scheduled to begin Spring 2001; sequence of const is up to contractor - barrier to be completed by Fall 03/19/01 - Mr. Persaud called and requested a set of displays from 08/2000 mtg (he attended and misplaced the set he was given) 07/12/2000 - NBH left message indicating that the 7/12 meeting is postponed and will be rescheduled approx. 1 month (after 08/07/2000

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\IDbase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

November 29, 2002

Mr. and Mrs. Harvey Pollard  
11008 Lamplighter Lane  
Rockville MD 20854 - 2763  
*Potomac*

Dear Mr. and Mrs. Pollard:

This letter is a follow-up to your request for information relating to the potential noise impact upon the Timberlawn community resulting from the current improvements to the I-270/Old Georgetown Road interchange. Specifically, you had requested information on the following:

1. Whether the noise analysis considered the additional lane on I-270?
2. Whether the noise analysis took into account the slope of the highway and ramp to Old Georgetown Road?
3. Whether the noise analysis considered the elevation of the homes in the community compared to the elevation of the highway?
4. Whether the noise analysis considered the earth berm that exists along a portion of the community outside of State right of way?
5. Whether the reflection of noise from the sound barrier recently constructed on the opposite side of the I-270 East Spur was considered in the analysis for Timberlawn?

Each of these information requests is addressed as follows:

1. The analysis of potential noise to the Timberlawn community took into account all of the new highway improvements that are now under construction. It should be noted that no new through travel lane is being added to I-270, rather the ramp lane to Old Georgetown Road is being extended for safety reasons. This is important in that no additional capacity on I-270 will result from these improvements, which is the basic reason that the analysis showed no change in noise levels with or without these improvements.
2. The grades (slope) of both the mainline of I-270 and the ramp(s) from the highway to Old Georgetown Road were analyzed. The grade on the mainline modeled was 2.07% and the grade on the two ramps to Old Georgetown Road were 3.54% and 5.88% respectively.
3. Yes, the elevation of the homes analyzed in the community and the elevation of the highway were included in the modeling.
4. Yes, the change in topography where the berm exists along a portion of the community was modeled.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

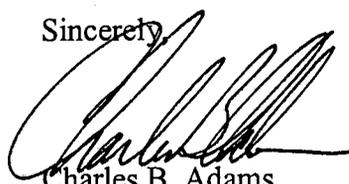
Mr. and Mrs. Pollard  
Page Two

- 5. Our noise analyses typically do not use the noise prediction model to try and determine the degree of reflected noise that may result from having a sound barrier on only one side of a highway, where there are homes on the opposite side. You had requested that we attempt to reflect this with our model and we have done so. The results indicate that at the most, there could be a 1+ decibel affect from reflected noise. Use of the word could is a key to this, because this would require field measurement of noise to determine if indeed this has occurred. The modeling did show that no affect would be expected in the Lady Slipper Terrace area, because the sound barrier on the opposite side of the highway begins to the south of this area.

Additionally, you requested a copy of the most recent noise re-evaluation performed for this project during our November 27 phone conversation. I am enclosing two pieces of information for your usage. The first is the language addressing the noise level impact on both the St. Mark's Church and the community used in the environmental documentation for the project. Accompanying that are four exhibits that show the various sound barriers that were looked at and referenced in the environmental document. Exhibit 1 indicates a 999 foot long barrier that was analyzed and discussed in the FONSI. Exhibit 2 shows a 447 foot barrier analyzed to reduce impacts on the St. Marks Church property. Exhibits 3 and 4 show shorter length barriers analyzed at St. Marks Church based upon input from church representatives regarding their desire not to have a sound barrier along the church frontage on Old Georgetown Road. The original noise analysis performed for this project determined that Receptor location Δ-16 shown on the exhibits would have identical noise levels with or without the improvements.

When you have had the opportunity to review this information, please let me know and we can set up a time to have the conference call with Mr. Neil Pedersen. In the meantime, if you have any questions, please call me at 410-545-8640.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration

237

Mr. and Mrs. Pollard  
Page Three

bcc: ✓ Mr. James Hade, RLA, Noise Team  
Mr. Charlie Watkins, District 3 Engineer

*Final*



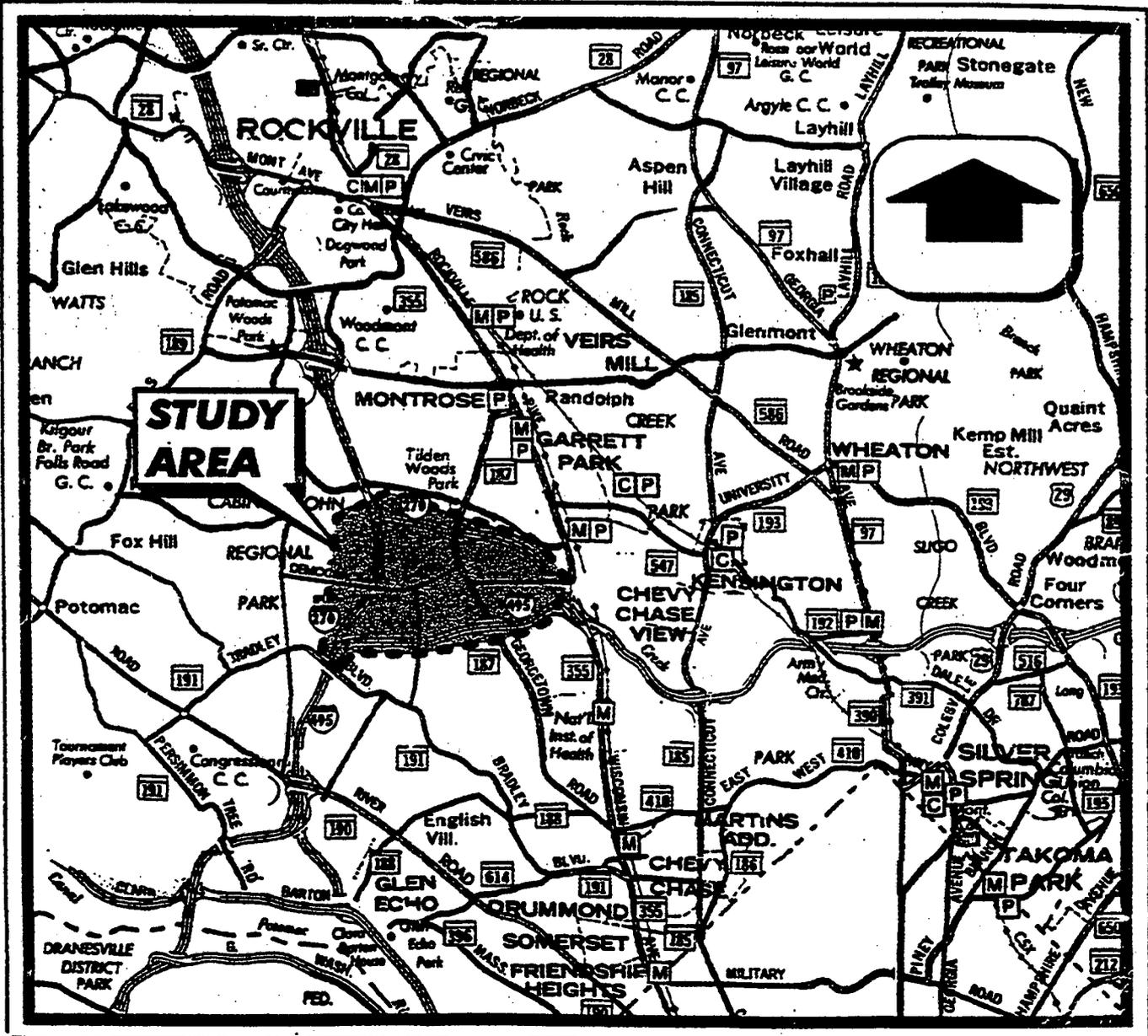
238

# FINDING OF NO SIGNIFICANT IMPACT

FOR CONTRACT NO. M 401-156-372

*MD 401B16*

## I-270 AT MD 187 AND I-270 SPUR AT DEMOCRACY BLVD Montgomery County, Maryland



prepared by:

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

barrier will be considered further in final design.

Noise Sensitive Area G (See Figure 18)

NSA G, consisting of receptors R18 and R19, represents single family residences adjacent to the Old Georgetown Road/Tuckerman Lane intersection. This location is outside the limits of construction of the selected alternatives and investigation of build noise levels and mitigation measures is not warranted.

Noise Sensitive Area H (See Figures 14A, 14B and 18)

NSA H, consisting of receptors R20 through R23 and R25, represents residences located adjacent to I-270 in the Windermere community, west of Old Georgetown Road. This area is affected by build Alternative 3E. Design year noise levels at these receptors exceed the noise abatement criteria and warrant investigation of mitigation measures. The current no-build condition consists of a 6-lane divided highway; however, the original roadway at this location was a 4-lane divided highway, constructed in the late 1950's. The 2020 build noise levels are less than 3 dBA above the worst case noise levels for both the original 4-lane (baseline) highway and the no-build condition. The residences were built after the construction of the 4-lane highway, but prior to the construction of the 6-lane highway.

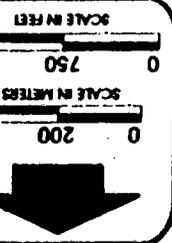
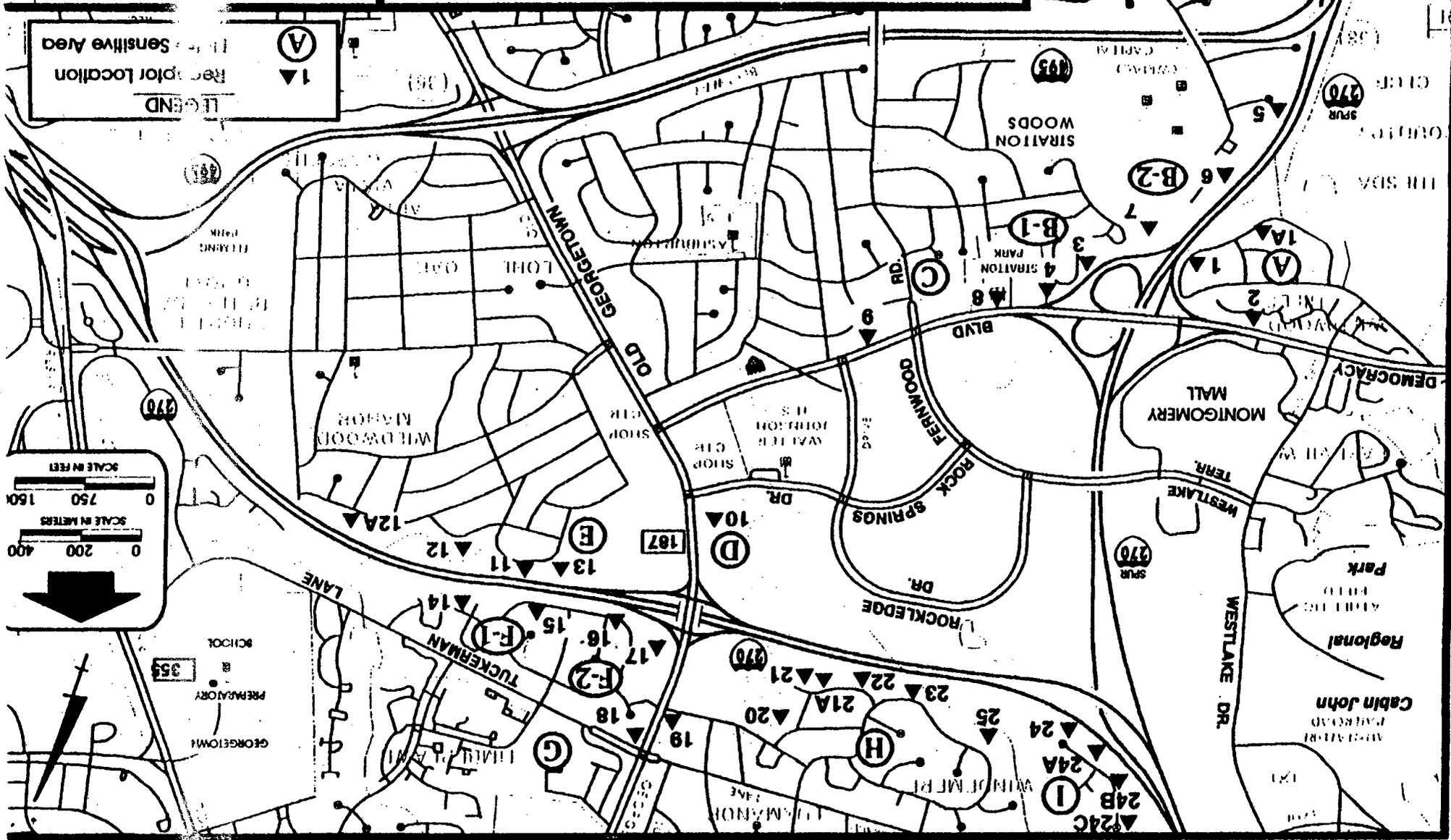
The proposed ramps at this location are elevated and the required retaining wall between mainline I-270 and the residences provides noise mitigation to the residences at the east end of the community. A noise barrier 532.2 meters (1,746 feet) long and 1.2-5.5 meters (4-18 feet) high, constructed at a cost of \$399,700, would reduce first row receptor noise levels by up to 10 dBA. A portion of this barrier would be on top of the retaining wall. The cost per residence for the 11 residences impacted and benefited at 3 dBA and 17 residences not impacted but benefited at 5 dBA is \$23,510. Although a barrier at this location is feasible and meets the cost per residence reasonableness criteria, it does not meet the reasonableness criteria of at least 3dBA cumulative increase in build/no-build noise levels. For a detailed listing of feasibility and reasonableness, refer to Table 11. Considering that the barrier is not reasonable due to a lack of significant difference between build and no-build noise levels, mitigation will not be considered further.

**I-270 AT MD 187  
AND  
I-270 SPUR AT DEMOCRACY BLVD**

**AIR NOISE  
RECEPTOR LOCATIONS**

FIGURE 18

**LEGEND**  
 ▲ Receptor Location  
 (A) Sensitive Area



240



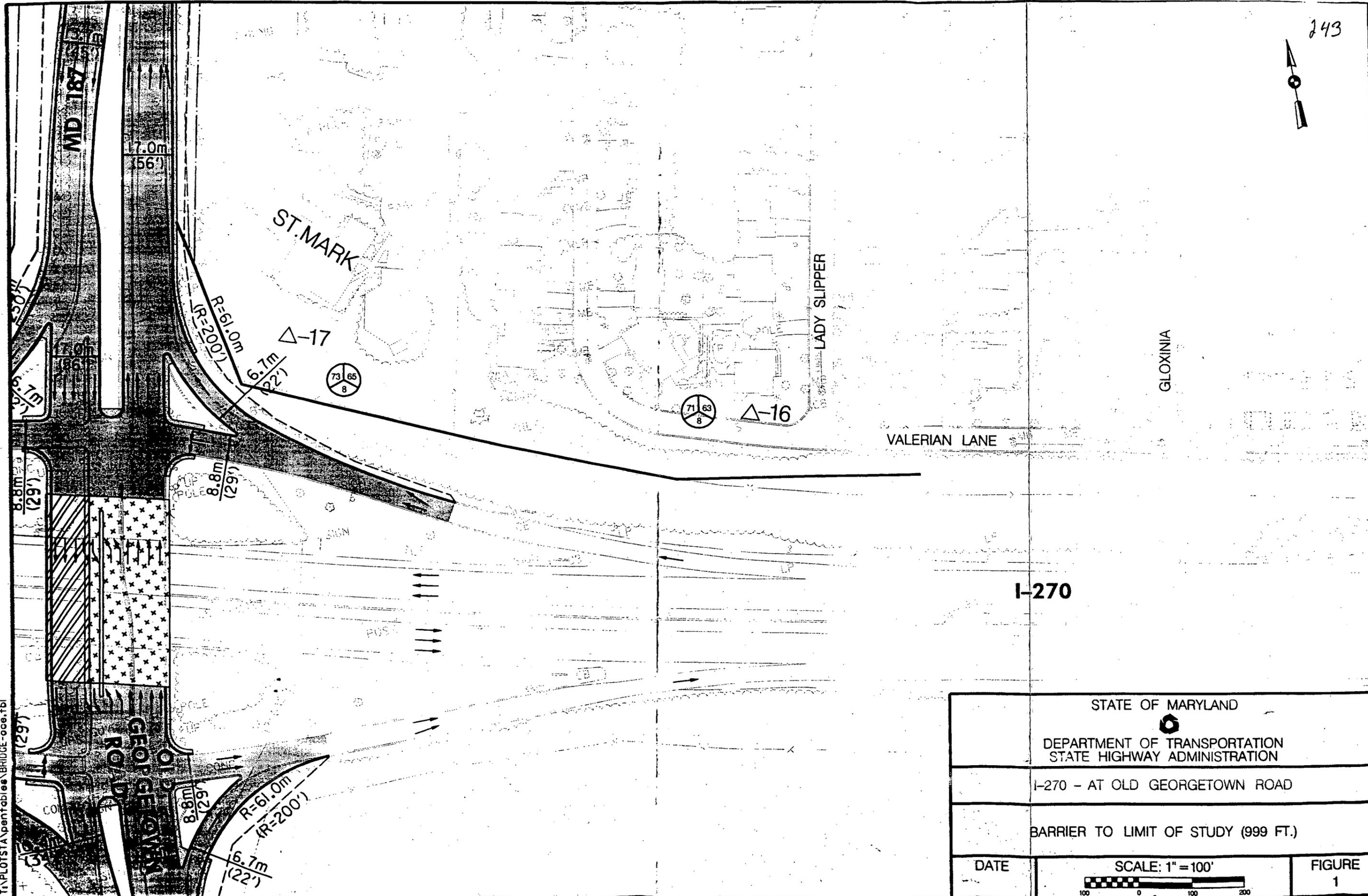
investigation of build noise levels and mitigation measures is not warranted.

**Noise Sensitive Area F-2** (See Figures 14A and 18)

NSA F-2, consisting of receptors R16 and R17, represents townhouse residences located adjacent to I-270 in the Timberlawn community east of Old Georgetown Road and, also, St. Mark Church. This area is affected by Alternative 2D (Modified). Design year, exterior, ground level noise levels at these receptors exceed the noise abatement criteria and warrant investigation of mitigation measures. The no-build condition consists of a 6-lane divided highway; however, the original roadway at this location was a 4-lane divided highway, constructed in the late 1950's. The 2020 build noise levels are less than 3 dBA above the worst case noise levels for both the original 4-lane (baseline) highway and the no-build condition. The residences were built after the construction of the 4-lane highway, but prior to the construction of the 6-lane highway.

Due to the close proximity of the residences to the roadway, berms were not analyzed at this location. A noise barrier 305 meters (999 feet) long and 4.3-7.9 meters (14-26 feet) high, constructed at a cost of \$345,620, would reduce first row receptor noise levels by up to 8 dBA. The cost per residence for the 15 residences impacted and benefited at 3 dBA is \$23,040. Although a barrier at this location is feasible and meets the cost per residence reasonableness criteria, it does not meet the reasonableness criteria of at least 3 dBA cumulative increase in build/no-build noise levels, and only a small portion (the Church building) of the NSA exceeds 72 dBA for the build condition. For a detailed listing of feasibility and reasonableness, refer to Table 9. Considering that the barrier is not reasonable due to a lack of significant increase between build and no-build noise levels, mitigation will not be considered further.

Additional barrier analysis was performed based on the finding that no difference in noise levels would occur between the no-build and build conditions at any residence; only St. Mark Church would experience an increase with the Selected Alternative. In addition, the increase in noise levels with the Selected Alternative is from 71 dBA to 73 dBA. A noise barrier for St. Mark Church that is 136 meters (447 feet) long and 6.7-7.3 meters (22-24 feet) high, constructed at a cost of \$165,993, would reduce noise levels at the Church by up to 8 dBA. The cost per residence (with the Church counting as five residences) impacted and benefited at 3 dBA is \$33,197. This barrier is feasible and meets the reasonableness criteria of build noise levels higher than no-build and exceeding 72 dBA. For a detailed list of feasibility and reasonableness, refer to Table 10. This



I-270

VALERIAN LANE

GLOXINIA

ST. MARK

LADY SLIPPER

MD 187

GEORGETOWN ROAD

STATE OF MARYLAND

DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

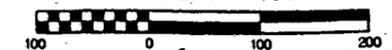
I-270 - AT OLD GEORGETOWN ROAD

BARRIER TO LIMIT OF STUDY (999 FT.)

DATE

SCALE: 1" = 100'

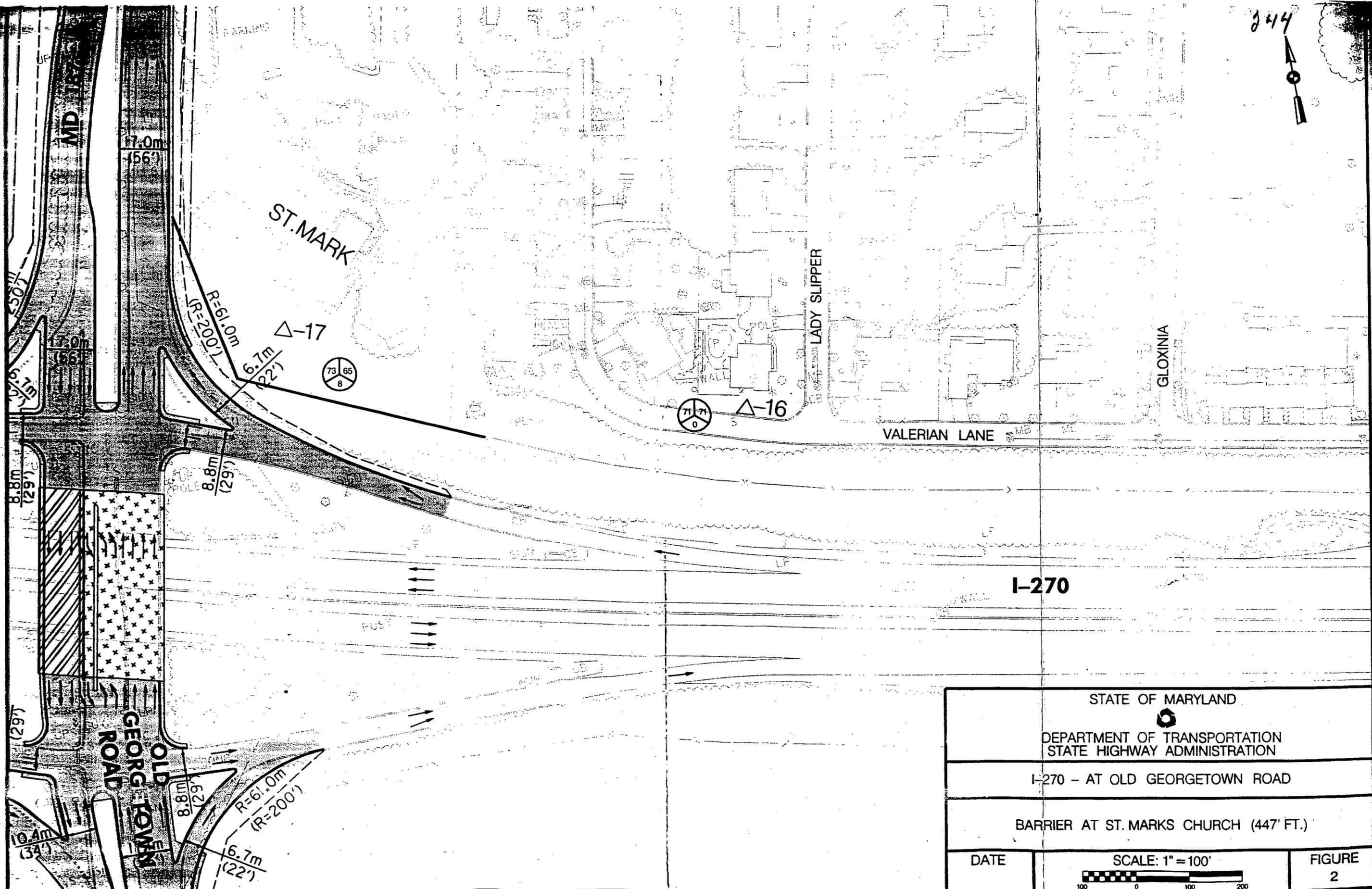
FIGURE



1

T:\1270\FIGURE2.dgn  
11/1/02 MAB  
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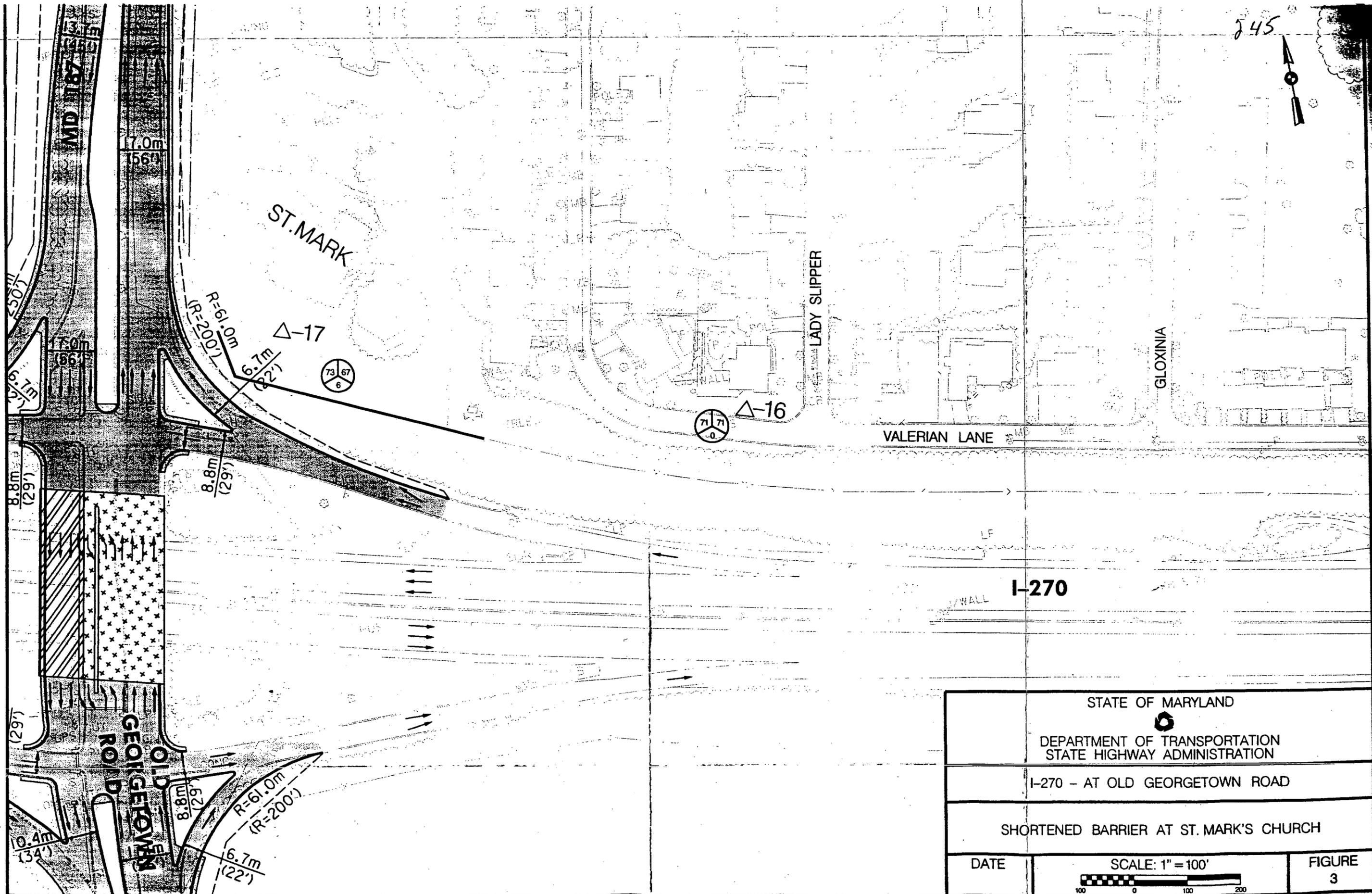
244



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 11/1/02 MAB  
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STATE OF MARYLAND		
DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
I-270 - AT OLD GEORGETOWN ROAD		
BARRIER AT ST. MARKS CHURCH (447' FT.)		
DATE	SCALE: 1" = 100'	FIGURE
		2

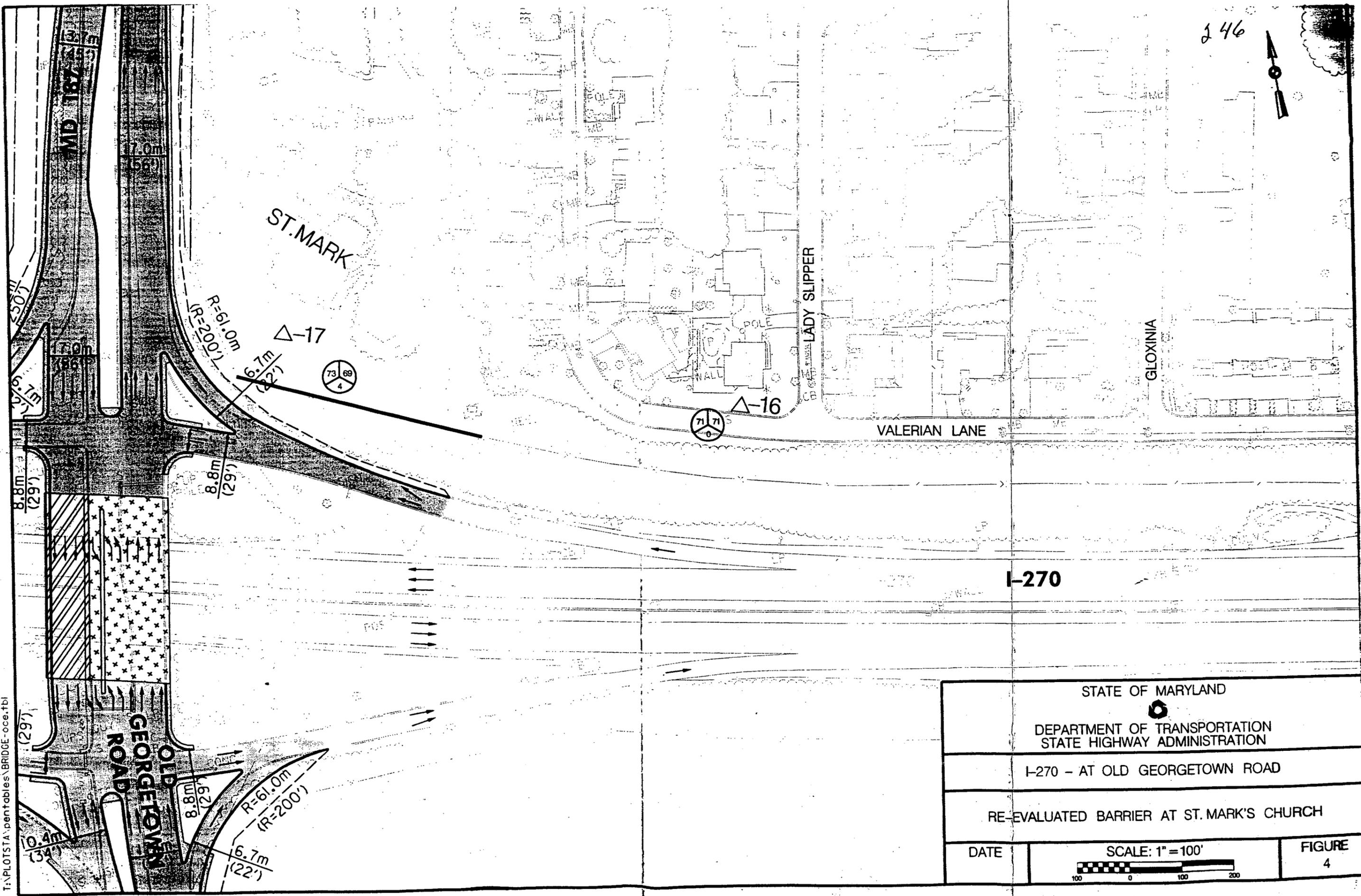
245



1:\1270\FIGURE4.dgn  
11/1/02 MAB  
T:\PLOTSTA\pentables\BRIDGE-occe.tbl

STATE OF MARYLAND		
DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
I-270 - AT OLD GEORGETOWN ROAD		
SHORTENED BARRIER AT ST. MARK'S CHURCH		
DATE	SCALE: 1" = 100'	FIGURE
		3

246



t:\270\FIGURE1.dgn  
11/1/02 MAB  
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STATE OF MARYLAND		
DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
I-270 - AT OLD GEORGETOWN ROAD		
RE-EVALUATED BARRIER AT ST. MARK'S CHURCH		
DATE	SCALE: 1" = 100'	FIGURE
		4

Customer Info. View for 2001

Wednesday, December 04, 2002 02:01 PM

Admin

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2625		09/04/2002	phone only	POLLARD	Bette & Harvey B.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
11008	Lamplighter Lane	MO	Potomac	20854-2763	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
202-663-4496	301-983-9630		Timberlawn

Logical Project Limits ROADWAY: I-270 E BarrierName

**NB to old Georgetown Road**

RESPONSE	INQUIRY	2nd Contact
Reviewed type I&II, community post dates, no barrier planned.	wants barrier	
	Last Contact	Researcher
	09/11/2002	
	Primary SHA Contact	Construction Projects
	Jim	

FILE LOCATIO	OTHER	Current committmen
		none
Do we owe a letter?	Letter Commit due date:	Reason Letter is Late
		n/a
LAST action	Letter signed date	



09-11-02 Ms. Pollard called; spoke with Ted Severe; relayed that Jim Hade was not available but that message that she called would be relayed and phone number given 09-10 would be relayed; she would be calling CBA at 2:00 pm 09-11-02

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

09-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cnd Howard A. Denis  
 09-10-02 Ms. Pollard called; wanted to speak to either Jim Hade or CBA; both out of office; obtained telephone number where Ms. Pollard could be reached; added number to this entry 9-6-02 Ms. Pollard called; spoke w/Ted Severe; she asked about noise barrier situation with comm in 1996; Ted was unable to respond to question; she asked to be transfered to CBA; CBA not in (per Irene Heine) 09-04-2002 2 phone calls to Jim. Citizens (recent purchasers of a home in the community) are extremely upset that there is not a way to get a barrier when the noise levels reach a certain loudness. They asked about supervisor's name, administrator's name.

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

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248



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

May 14, 2002

Mr. Greg Popadiuk  
10201 Baltimore Avenue  
Apartment 5103  
College Park MD 20740-4238

Dear Mr. Popadiuk:

Thank you for your recent e-mail message with additional questions regarding noise abatement for your research paper. I appreciate the opportunity to respond to these latest questions.

Highway traffic noise is a major environmental concern. When a new highway is being planned or an existing highway is being expanded, an environmental analysis is performed that evaluates a variety of environmental impacts, including highway traffic noise. Enclosed, for your use, are copies of two Federal Highway Administration pamphlets, *Highway Traffic Noise*, and *Keeping the Noise Down*; each discusses this very subject including its causes, effects and possible means of mitigation. The pamphlets should also address your questions concerning noise control efforts, basic sound barrier information and effectiveness of barriers. Also enclosed is a copy of a policy and discussion document from the American Association of State Highway and Transportation Officials (AASHTO) on land use and source control as it relates to highway traffic noise.

The State Highway Administration (SHA) does receive complaints about highway traffic noise from individual citizens, community organizations and elected officials. Each complaint is investigated under the State's Sound Barrier Policy, whose technical criteria for Type I and Type II sound barriers was briefly described in our last letter. Some citizens, in their calls, letters or e-mail messages, have indicated that the loud traffic noise was interfering with the use of their outdoor living spaces (decks, pools, backyards, etc.) and that they and their children were having difficulties sleeping. When we design sound barriers, we design them to reduce the traffic noise levels for the outdoor living spaces by seven to ten decibels at the most severely impacted homes, usually the ones closest to the highway in question. We do not seek to reduce sound levels for the interior or the upper floors of the home. A ten decibel noise level reduction, to the human ear, cuts the noise level approximately in half. A sound barrier cannot make the traffic noise go away entirely, its purpose is to significantly reduce the noise levels so that they become part of the "background" and, therefore, are less noticeable. You will still hear "individual sound events," such as sirens from police, fire and emergency vehicles as well as screeching brakes, the passing of heavy trucks, etc.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

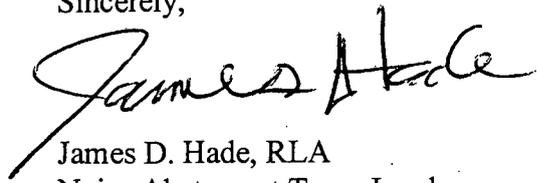
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Greg Popadiuk  
Page Two

The issue of health effects and noise is a complex one. In general, the levels of noise that adjacent residents are exposed to from highway traffic are not in the range where actual hearing damage would occur. Overall noise exposure and its effects are related to two factors: intensity and duration of exposure. The actual highest traffic noise levels are often in the 70 decibel range and up to 80 decibels in extreme cases. However, these levels are related to the loudest vehicles on the highway and are very transient in nature (i.e. these levels are peaks that occur momentarily and then the level diminishes as the loud vehicles move past and away from the receiver). Further, to obtain a sufficient dosage of that noise to induce hearing damage, the receiver would have to remain exposed to those high levels continuously for up to 8 hours. Obviously, the average person would not be in such a position consistently. The "health effects" of noise at levels typically generated by highway traffic are, to our knowledge, not documented. How individuals react to noise is quite subjective. Some may be stressed greatly by a moderate level of noise while others will be completely unaware of the same condition. Still others may simply be somewhat annoyed by it. Sleep disturbance, speech and activity interference may ultimately induce stress-related effects in some individuals, though a true cause-and-effect correlation cannot be drawn due to the recognized variables in reaction to identical situations.

Thank you again for your e-mail message and, again, we wish you success with your research paper. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Sincerely,



James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Enclosures

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

Mr. Greg Popadiuk  
Page Three

bcc: Mr. Kenneth D. Polcak, Environmental Analyst, Office of Environmental Design, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2580

**Responding to letter dated:** Follow-up to 04-25-2002 e-mail message from Mr. Popadiuk to Mr. Jim Hade with additional sound barrier-related questions whose answers will assist Mr. Popadiuk with his college research paper

Saved: 05/02/02 1:04 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\POPADIUK02.doc

Enclosures:

One copy each of the following:

FHWA Pamphlet No. FHWA-EP-01-004 HEPN/2-01(10M)E, *Keeping the Noise Down Highway Traffic Noise Barriers*, February 2001

FHWA Pamphlet HEV-21/8-80 (20M), *Highway Traffic Noise*, September 1980

AASHTO Pamphlet, *Policy on Land Use and Source Control Aspects of Traffic Noise Attenuation*, 1980

251

**From:** <RPopadiuk@aol.com>  
**To:** <JHade@sha.state.md.us>  
**Date:** 4/25/02 10:56AM  
**Subject:** Sound Barriers Project

Mr. Hade and Mr. Severe,

Thank you for responding to my e-mail earlier this week regarding sound barriers in Maryland. I appreciate your help. However, I do have several follow up questions that will help me put more information into my final paper. I am specifically dealing with traffic noise at Baltimore Avenue (Rt. 1) and the Capital Beltway. Wynfield Park apartment homes borders both roads and the noise can be bothersome during the early morning and late night if you are not adjusted to it.

In general:

1. Is traffic noise a major concern? Does the SHA receive many complaints?
2. Does anyone bring lawsuits against the state or city over noise? Do they claim health problems? (hearing, sleep)
3. Do you know of efforts to control noise other than sound barriers - such as zoning, re-routing traffic patterns, etc?
4. What types of sound barriers appear to be the most effective?

You also mentioned the Type 1 and Type 2 barriers and under what circumstances they are designed and built. Is it also because of the general growth of urban areas, the increase in both passenger and commercial vehicle traffic or maybe airport activities?

Thanks again for your help. Any information you can provide me by Friday evening or Monday afternoon would be greatly appreciated.

Greg Popadiuk  
10201 Baltimore Avenue  
Apt. #5103  
College Park, MD 20740 - 4138  
(301) 474-8116

**CC:** <TSevere@sha.state.md.us>

JSD

**From:** JIM HADE  
**To:** SHA Administrator  
**Date:** 5/2/02 12:16PM  
**Subject:** Re: Project

Dear "Customer Service team":

We have already answered a similar query from this gentleman whom appears to be asking similar questions of a number of web-site contact sources. I guess the MdTA public affairs officer did not remember that they build barriers also in their jurisdiction, and the student was trying to canvas the entire field of agencies that build them. I am sending a copy of this to Doug Novocin, my counterpart at MdTA for his use.

We have also spoken with the student and he has forwarded additional questions directly to us which we are now responding to.

James Hade, RLA  
Team Leader for Noise Abatement  
Ph 410-545-8599  
Fx 410-209-5003

>>> SHA Administrator 05/01/02 05:08PM >>>  
Dear Mr. Popadiuk:

Thank you for your email. I have forwarded your inquiry to Mr. Charles Adams, of our Office of Environmental Design. He will have the appropriate person respond to you directly.

Thank you again,

Chris Diaczok

>>> MdTA 04/24/02 11:49PM >>>  
Dear Mr. Popadiuk:

Thank you for your e-mail and for contacting the Maryland Transportation Authority.

Unfortunately, the Authority, which operates and maintains the State's seven toll facilities, is not the agency for which you are looking.

I have forwarded your e-mail to the Maryland State Highway Administration, which maintains all other State-operated roadways in Maryland, for further assistance in this matter.

Please contact me if you have additional questions, and best of luck with your project.

Kelly Melhem  
Authority Public Affairs Officer

>>> <RPopadiuk@aol.com> 04/23/02 09:24PM >>>  
I am a student at the University of Maryland, College Park and am doing a research project on highway noise barriers in the area. Could you please provide me with any information regarding the effectiveness of sound barriers in blocking out or reducing highway traffic? Also, what are the consequences that could result if urban noise pollution is not reduced? Thanks.

Greg Popadiuk

253

10201 Baltimore Avenue  
Apt. #5103  
College Park, MD 20740  
(301) 474-8116

CC:  
ROSS

CHARLES ADAMS; DAN UEBERSAX; Doug Novocin; IRENE HELINE; NICOLE

Customer Info. View for 2001

Thursday, May 02, 2002 12:23 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2580		05/02/2002	E-mail	POPADIUK	Mr. Gregory	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
10201	Baltimore Avenue	PG	College Park	20740	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
	301-474-8116	Rpopadiuk@aol.co				
Logical Project Limits	ROADWAY:	BarrierName				

RESPONSE1	INQUIRY	2nd Contact
	requesting info for use in college research paper	
Last Contact	Researcher:	Primary SHA Contact
04/25/2002		Ted
FILE LOCATIO	OTHER	Construction Projects

Do we owe a letter?	Letter Commit due date:	05/08/2002	Current committmen
<input checked="" type="checkbox"/>	Letter signed date		n/a
LAST action	Reason Letter is Late		

4-25-02 Mr. Popadiuk called with several additional questions for info for his paper; would provide them in e-mail form; sent same; OED/NAT to provide response to these additional questions

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

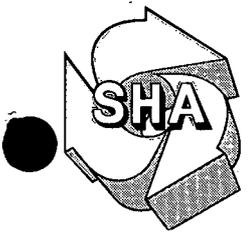
04-18-2002 Sent Mr. Popadiuk a response to his4-17-02 email inquiry asking for info on sound barriers for use in a college research paper; provided description of Type I & II technical criteria and basic cost info and design criteria and referred the student to the FHWA website for their info & avail documents on noise abatement.

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**





**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

April 18, 2002

Mr. Greg Popaduick <sup>ik</sup>  
Rpopaduk@aol.com  
Apartment 5103  
10201 Baltimore Avenue  
College Park MD 20740-4328

Dear Mr. Popaduick:

Thank you for your e-mail message requesting information about sound barriers constructed in Maryland. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that require the evaluation of a range of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

Presently, SHA spends approximately \$35.00 per square foot for sound barriers. This includes all costs to design and construct a sound barrier. When a barrier is called for, we look to reduce highway traffic noise levels at the most severely impacted homes by 7 to 10 decibels, which will sound about half as loud as before abatement. For additional information about highway traffic noise and its mitigation, please refer to the Federal Highway Administration's website at <http://www.fhwa.dot.gov/environment/> for a variety of documents on noise abatement.

My telephone number is \_\_\_\_\_

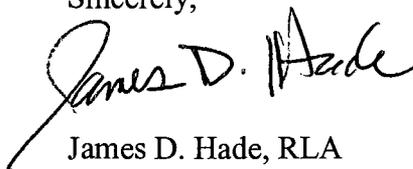
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Greg Popadiuk  
Page Two

Thank you again for your e-mail message and our best wishes for your research project on sound barriers. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Sincerely,



James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

Mr. Greg Popaduick  
Page Three

bcc: Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental  
Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 04-17-2002 e-mail message from Mr. Popaduik to  
"barrier" requesting information on sound barriers to be used in a research project on sound  
barriers for his course of study at the University of Maryland College Park.

Saved: 04/17/02 1:01 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\POPADUICK01.doc

258

**From:** JIM HADE  
**To:** Internet: Rpopaduik@aol.com  
**Date:** 4/18/02 3:05PM  
**Subject:** Sound Barriers

April 18, 2002

Mr. Greg Popaduick  
[Rpopaduik@aol.com](mailto:Rpopaduik@aol.com)  
Apartment 5103  
10201 Baltimore Avenue  
College Park MD 20740-4328

Dear Mr. Popaduick:

Thank you for your e-mail message requesting information about sound barriers constructed in Maryland. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that require the evaluation of a range of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of not improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels.

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Thank you again for your e-mail message and our best wishes for your research project on sound barriers. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

259

cc: Mr. Charles B. Adams, Director,  
Office of Environmental Design,  
State Highway Administration

260

From: <RPopadiuk@aol.com>  
 To: <barrier@sha.state.md.us>  
 Date: 4/17/02 11:29AM  
 Subject: Sound Barriers

I am a student at the University of Maryland, College Park and am doing a research project on highway noise barriers in the area. Could you please provide me with any information regarding the effectiveness of sound barriers in blocking out or reducing highway traffic? Also, what are the resources and manpower that go in to such as project? Thanks.

Greg Popadiuk  
 10201 Baltimore Avenue  
 Apt. #5103  
 College Park, MD 20740 - 4328  
 (301) 474-8116

**IMPORTANT MESSAGE**

For Jim/KG  
 Day 4/17/02 Time 11:50 A.M.  
 M \_\_\_\_\_  
 Of Tonja Palmeri (Asst. to John Warnick)  
 Phone D-3  
 FAX Area Code \_\_\_\_\_ Number \_\_\_\_\_ Extension \_\_\_\_\_  
 MOBILE Area Code 301 Number 513-7330 Extension \_\_\_\_\_

Telephoned	<input checked="" type="checkbox"/> Returned your call	RUSH	
Came to see you	Please call	Special attention	
Wants to see you	Will call again	Caller on hold	

Message College student doing a paper on sound barriers - GREG POPADIUK (301-474-8116) - looking for info - will be calling

Signed \_\_\_\_\_

aggr  
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 ~4.00/PT TO  
 15% bcnst.

27.00/PT - CONST. COST  
 27.00  
 4.05  
 3.92  
 2.59  
 -----  
 37.56

RGSGWT 4/22/02 -  
"misspelled" orig address

From: JIM HADE  
To: Internet: Rpopadiuk@aol.com  
Date: 4/22/02 1:34PM  
Subject: Sound Barriers

261

April 18, 2002

Mr. Greg Popadiuck  
[Rpopadiuk@aol.com](mailto:Rpopadiuk@aol.com)  
Apartment 5103  
10201 Baltimore Avenue  
College Park MD 20740-4328

Dear Mr. Popadiuck:

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Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

262

cc: Mr. Charles B. Adams, Director,  
Office of Environmental Design,  
State Highway Administration

263

**From:** TED SEVERE  
**To:** internet: rpopaduik@aol.com  
**Date:** 4/22/02 11:39AM  
**Subject:** Response to 04-17-2002 request for information

Dear Mr. Popaduik:

Thank you for your 04-21-2002 email request for information about sound barriers. We received your original e-mail message of 04-17-2002 and sent you a response on 04-18-2002. Did you receive that response? If not, please let us know and we can resend it to you. If you have additional questions after reviewing our response to you, please do not hesitate to contact Mr. James Hade, the Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Sincerely,  
T.E. Severe  
Administrative Assistant  
Noise Abatement Team  
Office of Environmental Design  
Maryland State Highway Administration  
[tsevere@sha.state.md.us](mailto:tsevere@sha.state.md.us)

**CC:** JIM HADE

264



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

May 10, 2002

Mr. Leo J. Porter  
LPorter@cms.hhs.gov  
8727 Ruppert Court  
Ellicott City MD 21043-5451

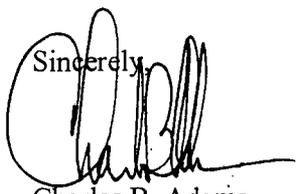
Dear Mr. Porter:

This letter is a follow-up to your recent e-mail message requesting the status of both the improvements for US 29 and the evaluation of the Toll House community for consideration for a Type I sound barrier. I appreciate the opportunity to provide the following information.

The highway improvement project for US 29 between MD 99 and MD 100, is underway. The contractor has already begun work on the concrete roadway by saw-cutting areas that require repair. Construction is anticipated to be completed by the Fall of 2003.

The evaluation of the Toll House communities, along northbound US 29 between MD 103 and Frederick Road in Howard County, is still on-going. We apologize for the delays in reporting findings on the community. Unforeseen issues have arisen during the investigation and are still being evaluated. We will be happy to provide you with the results of the evaluation when they become available. We will also organize and conduct a community meeting to share those results.

Thank you for your e-mail message and your continuing patience during this evaluation. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Mr. Mark Crampton, Senior Project Engineer, Office of Highway Design, State Highway Administration
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
- The Honorable Robert H. Kittleman, Member, Senate of Maryland
- The Honorable Christopher Merdon, Member, Howard County Council
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Leo J. Porter  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 1912

**Responding to letter dated:** Follow-up to 04-30-2002 e-mail message from Mr. Porter to "barrier" inquiring about status of both the US 29 highway improvements in his area and the evaluation of the Toll House community area for consideration for a Type I sound barrier

Saved: 05/01/02 8:44 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PORTERLJ01.doc

266

**From:** "Leo Porter" <LPorter@cms.hhs.gov>  
**To:** <barrier@sha.state.md.us>  
**Date:** 4/30/02 1:38PM  
**Subject:** U.S. 29 improvements

MARIL  
CRAMPTON  
x 8876

Can you provide a status of the U.S. 29 improvements. I live in the community along Toll House Road. I attended previous SHA meetings and was told that the improvements were to begin in February 2002. So far it appears that construction and improvements have not yet begun.

Also, I understand that a sound barrier has been proposed for the southbound side of 29, but was not originally planned for the northbound side. Through much correspondence from the Toll House communities, I understood that the northbound side was to be reconsidered. Has any decision been made to construct a sound barrier also on the northbound side.

Thanks,

267

**From:** MARK CRAMPTON  
**To:** TED SEVERE  
**Date:** 5/8/02 11:18AM  
**Subject:** US 29 info

Ted,

The project has recently been given a Notice to Proceed. The expected date of completion is September 2003. As of now we are looking to do a redline for addressing some MDE comments and to correct some nomenclature on the traffic sheets. The design consultant is starting to work on these changes. We may also add the redecking of the structure carrying US 29 over Old Frederick Road but won't make that decision for a few months. Let me know if you need anything else.

Mark

268

Customer Info. View for 2001

Wednesday, May 01, 2002 08:01 AM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
1912		06/07/1999	Letter	PORTER	Mr. Leo J.	<input type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
8727	Ruppert Court	HO	Ellicott City	21043-5451	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-465-0769	Lporter@cms.hhs.g	Bluffs at Ellicott Mills/Toll House/Keywaydi
Logical Project Limits	ROADWAY: US 29	BarrierName	

I-70 to St. Johns Lane

RESPONSE	INQUIRY	2nd Contact
	are there plans to resurface and/or place sound barriers	
	Last Contact	Researcher
	07/09/2001	Primary SHA Contact
		Construction Projects

FILE LOCATIO	OTHER	Current committmen
		none
Do we owe a letter?	Letter Commit due date:	
	Letter signed date	Reason Letter is Late



4-30-02 Mr. Porter e-mailed "barrier" to inquire status of US 29 improvements and status of evaluation of Toll House comm on NB US29

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05/2001 EO's Dist. 14B - Sen. Robert H. Kittleman; Dels. Robert L. Flanagan; Gail H. Bates; HO Cnclmn Christopher Merdon. 07/09/01 - Rec'd letter dated 6/27/01 - has questions concerning why SB US 29 will get barriers and NB side w/townhouses will not 06/07/99 - no plans for resurfacing or placement of sound barriers

Comment Journal, and letter hyperlinks

Consultant Fir

1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**

269

Click here for a plain text ADA compliant screen.

	<b>Maryland Department of Assessments and Taxation</b> <b>HOWARD COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	--	---

Account Identifier: District - 02 Account Number - 342278

**Owner Information**

<b>Owner Name:</b>	PORTER LEO J	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	YES
<b>Mailing Address:</b>	8727 RUPPERT CT ELLCOTT CITY MD 21043-5451	<b>Deed Reference:</b>	1) / 4275/ 565 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
8727 RUPPERT CT ELLCOTT CITY 21043	RED	LOT 2 .0442 A 8727 RUPPERT CT RUPPERT PROPERTY

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	8426
24	12	248				2	82	Plat Ref:	

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

<b>Primary Structure Built</b>	<b>Enclosed Area</b>	<b>Property Land Area</b>	<b>County Use</b>
1989	2,288 SF	1,928.00 SF	

<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>
3	NO	CENTER UNIT	FRAME

**Value Information**

	Base Value	Value As Of	Phase-In Assessments	
			As Of	As Of
		01/01/2000	07/01/2001	07/01/2002
<b>Land:</b>	36,000	36,000		
<b>Improvements:</b>	103,640	108,780		
<b>Total:</b>	139,640	144,780	143,066	144,780
<b>Preferential Land:</b>	0	0	0	0

**Transfer Information**

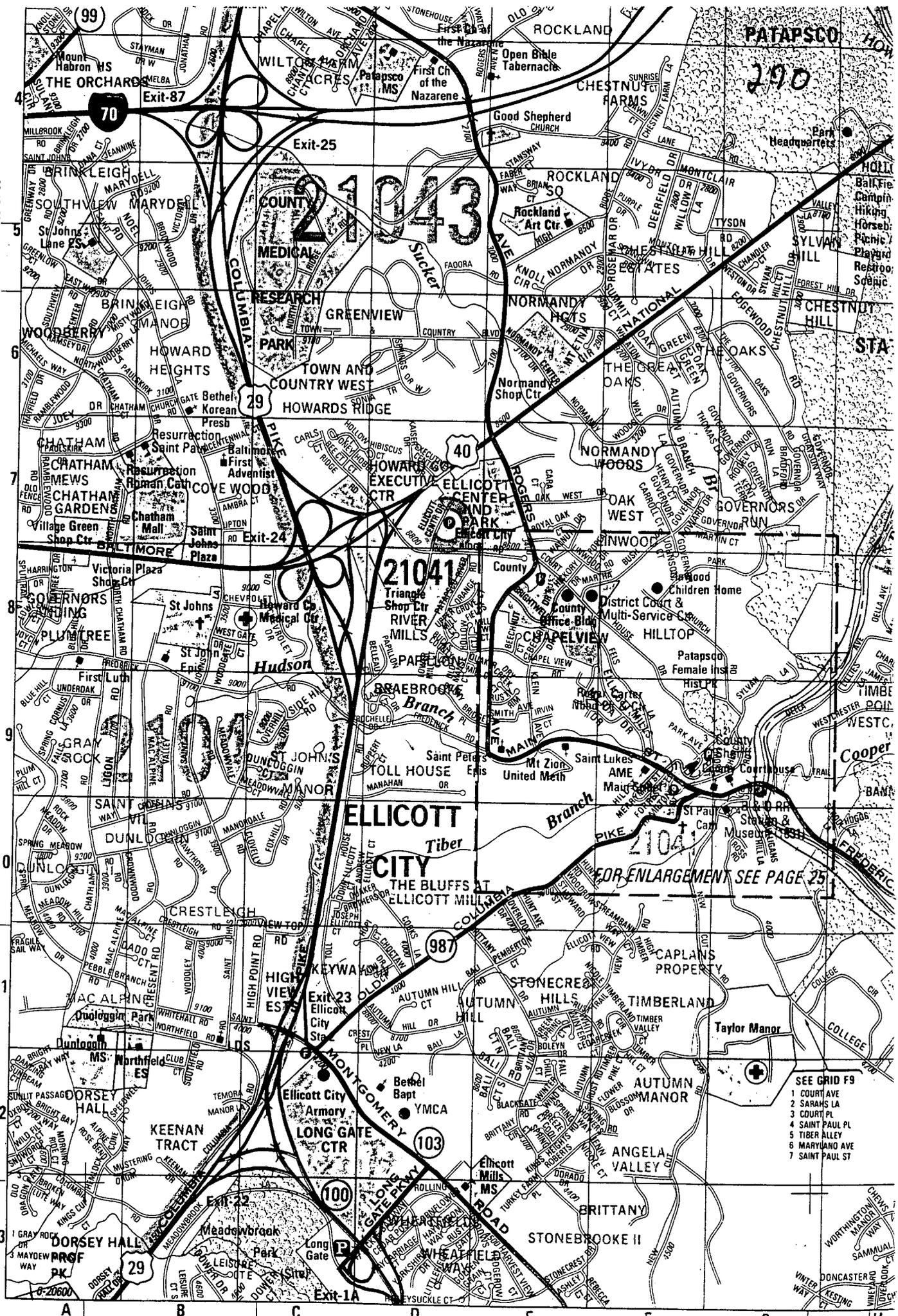
<b>Seller:</b> SOHN WILLIAM H	<b>Date:</b> 05/06/1998	<b>Price:</b> \$145,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 4275/ 565	<b>Deed2:</b>
<b>Seller:</b> GOLDING KATHLEEN M	<b>Date:</b> 04/20/1995	<b>Price:</b> \$139,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 3471/ 690	<b>Deed2:</b>
<b>Seller:</b> COLUMBIA BUILDERS INC	<b>Date:</b> 01/12/1990	<b>Price:</b> \$136,850
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 2113/ 593	<b>Deed2:</b>

**Exemption Information**

<b>Partial Exempt Assessments</b>	<b>Class</b>	07/01/2001	07/01/2002
<b>County</b>	000	0	0
<b>State</b>	000	0	0
<b>Municipal</b>	000	0	0

**Tax Exempt:** NO **Special Tax Recapture:**

**Exempt Class:** \* NONE \*



Joins Map 11

530,000 FT

MD GRID 520,000 FT

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16

41

42

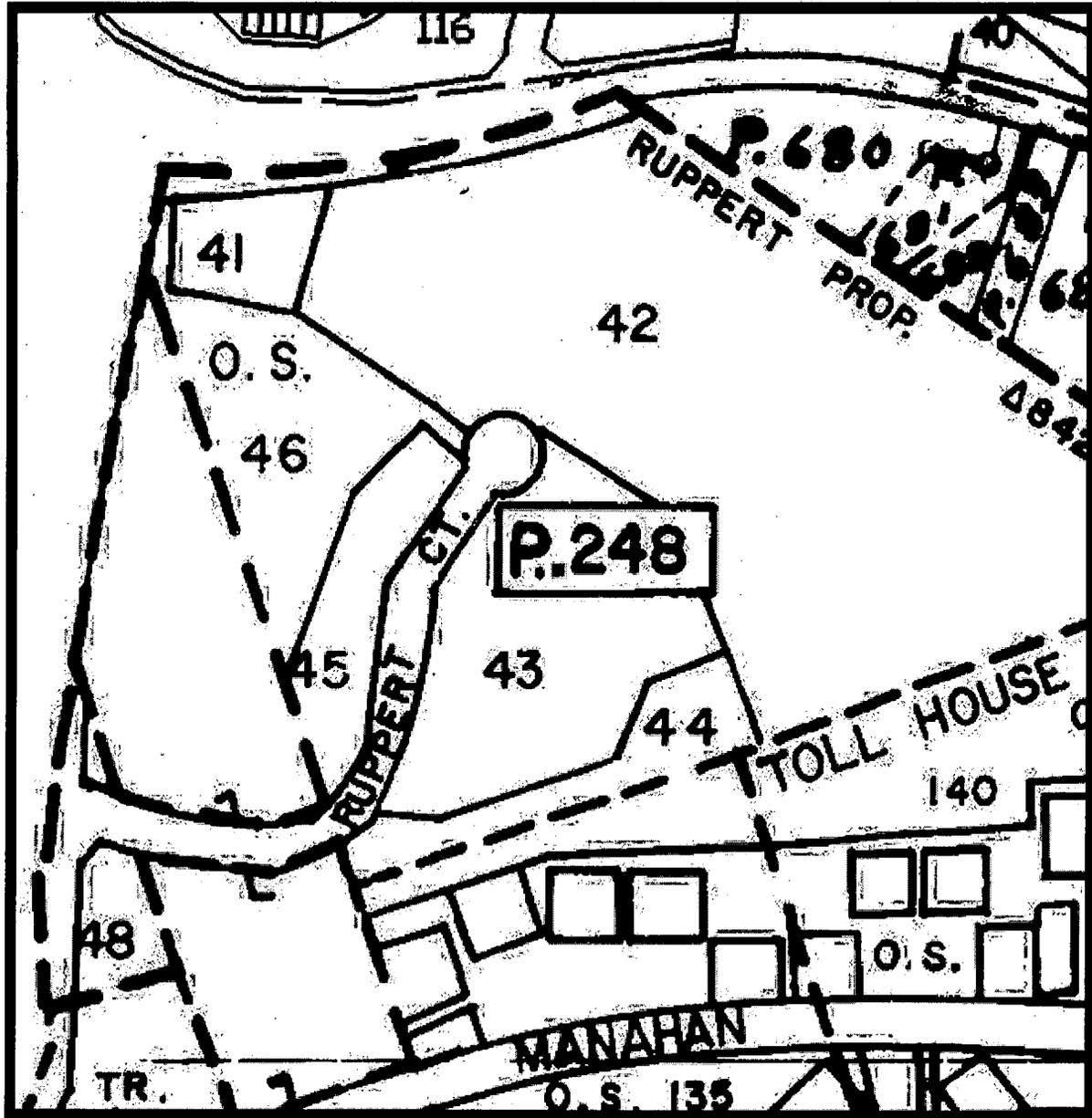
291



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District - 02 Account Number - 342278



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**Maryland Department of Transportation  
State Highway Administration**

272

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

June 26, 2002

Mr. James A. Price  
2609 Melba Road  
Ellicott City MD 21042-1833

Dear Mr. Price:

Thank you for your recent e-mail message giving permission to take noise level measurements at your home in the Orchards community, adjacent to the ramp from southbound US 29 to westbound I-70 in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) has completed the taking of noise level measurements in the Orchards, Skyview and Brinkleigh communities. The gathered data is currently being used to develop the design of the sound barrier to protect the communities between US 29 and St. Johns Lane along westbound I-70. We are working to schedule an informational meeting for the three communities to present the preliminary sound barrier design (which includes the measured noise levels and the predicted noise levels after the barrier's construction) and the schedule for construction of the barrier. We will also be distributing ballots to all property owners that are impacted by 66 decibels of highway traffic noise or higher to achieve a 75 percent concurrence for the construction of the sound barrier to protect the three communities. We anticipate that this meeting will take place in mid-August. We will be sending invitations to all the affected property owners in the communities approximately 30 days before the community meeting is to take place.

Thank you again for your e-mail message and interest in the State's Sound Barrier Program. If you have any questions or concerns between now and the upcoming community meeting, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5692 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates  
Mr. Robert L. Fisher, District Engineer, State Highway Administration  
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates  
The Honorable Allan Kittleman, Member, Howard County Council  
The Honorable Robert H. Kittleman, Member, Senate of Maryland  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. James A. Price  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design  
State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2604

**Responding to letter dated:** Follow-up to 4-23-2002 e-mail message from Mr. Price to "barrier"/Mr. Jim Hade giving written permission to take noise level measurements at his home and also to request a copy of the noise level results when they are available

Saved: 06/14/02 10:01 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\PRICEJA01.doc

274

**From:** <price2609@comcast.net>  
**To:** <barrier@sha.state.md.us>  
**Date:** 4/23/02 6:44PM  
**Subject:** Permission for noise measurement

Mr Hade,

You have my permission to use my property (2609 Melba Rd) as a noise monitoring site. Would it be possible to receive a copy of the measurement results?

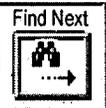
James Price  
2609 Melba Rd.  
Ellicott City, MD 20142  
Daytime phone# 301-206-7512  
email address (home) Price2609@comcast.net  
email address (work) JPrice@WSSCWater.com

Customer Info. View for 2001

Friday, June 14, 2002 09:06 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2604		06/14/2002	E-mail	PRICE	Mr. James A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
2609	Melba Road	HO	Ellicott City	21042-1833	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-206-7512	410-465-6956	price2609@comcast	(The) Orchards/Skyview/Brinkleigh

Logical Project Limits | ROADWAY: | I-70 | BarrierName

WB I-70 from US 29 to St. Johns Lane

RESPONSE	INQUIRY	2nd Contact
thanks for permission; will provide results when avail.; results will be presented at comm mtg, approx. mid-Aug.(?)	giving permission to take noise measurements; would like copy of results	
FILE LOCATIO	OTHER	Current committmen
		None

Do we owe a letter?	Letter Commit due date:	06/21/2002
<input checked="" type="checkbox"/>	Letter signed date	
	Reason Letter is Late	n/a

LAST action | 45-23-02 Mr. Price e-mailed OED/NAT & gave permission to take noise measurements; would like to receive a copy of results



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 14B Sen. Robert H. Kittleman, Dels. Robert L. Flanagan; Gail H. Bates; HO Cncl Allan Kittleman A second e-mail address for Mr. Price at his place of employment is: Jprice@WSSCWater.com

Comment Journal, and letter hyperlinks | \shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

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Click here for a plain text ADA compliant screen.

 <b>Maryland Department of Assessments and Taxation</b> <b>HOWARD COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
--	---

Account Identifier: District - 02 Account Number - 232324

**Owner Information**

**Owner Name:** PRICE JAMES A JU  
 PRICE VIRGINIA S  
**Use:** RESIDENTIAL  
**Principal Residence:** YES  
**Mailing Address:** 2609 MELBA RD  
 ELLICOTT CITY MD 21042-1833  
**Deed Reference:** 1) / 2080/ 128  
 em: (H) price 2609@comcast.net  
 (W) JPrice@wsscwater.com

**Location & Structure Information**

<b>Premises Address</b> 2609 MELBA ROAD ELLICOTT CITY 21042		<b>Zoning</b> R20	<b>Legal Description</b> LOT 14 BL F S 3 2609 MELBA RD. WILTON ACRES ADD.						
<b>Map</b> 17	<b>Grid</b> 17	<b>Parcel</b> 460	<b>Subdivision</b>	<b>Section</b>	<b>Block</b>	<b>Lot</b> 14	<b>Group</b> 80	<b>Plat No:</b> <b>Plat Ref:</b>	9 16
<b>Special Tax Areas</b>		<b>Town Ad Valorem Tax Class</b>		A/V, METRO FIRE TAX					
<b>Primary Structure Built</b> 1964			<b>Enclosed Area</b> 1,479 SF		<b>Property Land Area</b> 20,560.00 SF		<b>County Use</b>		
<b>Stories</b> 1		<b>Basement</b> YES		<b>Type</b> STANDARD UNIT			<b>Exterior</b> BRICK		

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2001	Value As Of 07/01/2001	Value As Of 07/01/2002
Land:	76,210	90,230		
Improvements:	106,860	95,030		
<b>Total:</b>	<b>183,070</b>	<b>185,260</b>	<b>183,800</b>	<b>184,530</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> MOULTHROP RICHARD R & WF	<b>Date:</b> 11/03/1989	<b>Price:</b> \$155,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 2080/ 128	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**  
**Special Tax Recapture:**  
 \* NONE \*

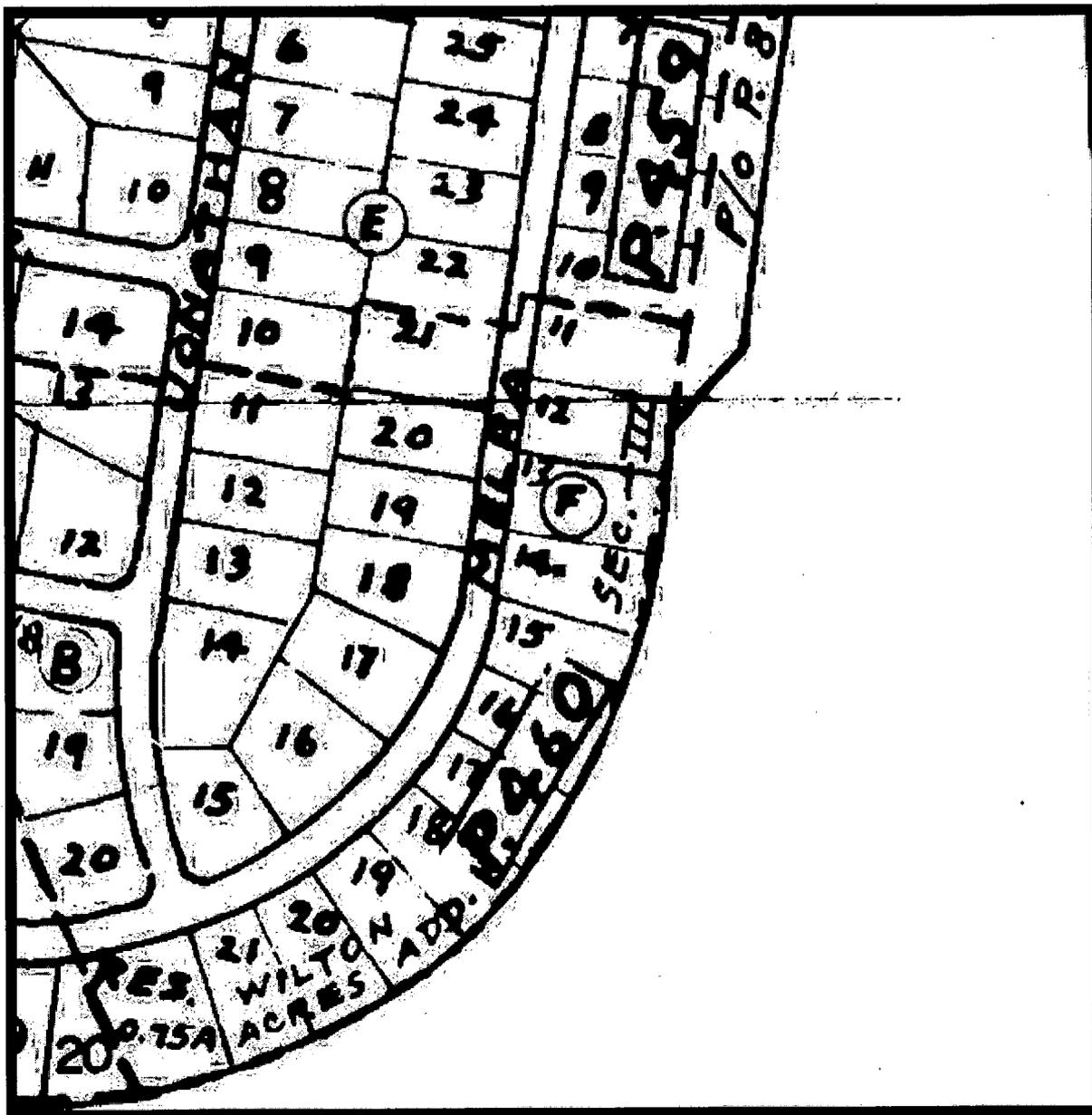
277



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District - 02 Account Number - 232324



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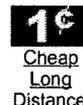
[new search](#)

[Try Public Records!](#)

Listings 1-1 of 1

**Price, G A**  
 2609 Melba Rd  
 Ellicott City, MD 21042  
 410-465-6956

[Did you go to school with G A Price?](#)  
[Search public records.](#)  
[Find Contractors at ServiceMagic.com.](#)



[More Info On G A Price](#)

Listings 1-1 of 1

[new search](#)

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Expam

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Publ

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Bar



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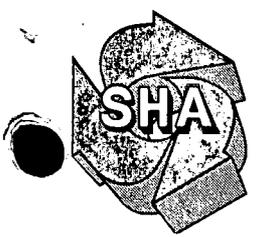
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R



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

April 15, 2002

Mr. and Mrs. Robert E. Rawlings, Sr.  
7306 Musical Way  
Severn MD 21144-1157

Dear Mr. and Mrs. Rawlings:

Thank you for your recent e-mail message regarding highway traffic noise at your home in the Merriweather community located in the northeast quadrant of the MD 100/MD 170 interchange in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. The Merriweather community was constructed after the approval date of the environmental analysis for MD 100 (October 1987). Since the Merriweather community did not exist at the time the environmental analysis for the MD 100 highway improvement project was approved, it was not considered for a sound barrier under the Type I portion of the State's Sound Barrier Program. MD 170 was dualized and made four lanes as part of the MD 100 project.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process or are fully controlled-access highways where access to the highway is by interchange rather than at-grade intersections. Since the Merriweather community postdates the approval date for the environmental analysis for the MD 100 project discussed earlier, it, therefore, also postdates MD 100 and cannot be considered for a sound barrier under the Type II portion of the State's Sound Barrier Program. We are looking into the tree plantings that you discussed in your e-mail message and, after our findings are determined, will provide you with the results.

My telephone number is \_\_\_\_\_

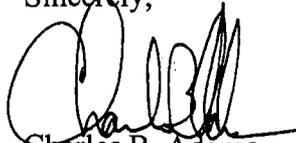
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. and Mrs. Robert E. Rawlings, Sr.  
Page Two

Thank you again for your e-mail message and your interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

- cc: The Honorable James E. DeGrange, Sr., Member, Senate of Maryland
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Daniel E. Klosterman, Jr., Member, Maryland House of Delegates
- The Honorable Mary Ann Love, Member, Maryland House of Delegates
- Mr. Ken Oldham, Division Chief, Landscape Operations Division, Office of Environmental Design, State Highway Administration
- The Honorable James E. Rzepkowski, Member, Maryland House of Delegates
- The Honorable Theodore J. Sophocleus, Member, Maryland House of Delegates
- Mr. Greg Welker, District Engineer, State Highway Administration

Mr. and Mrs. Robert E. Rawlings, Sr.  
Page Three

- bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- Mr. Joe Vervier, Environmental Analyst, Landscape Operations Division, Office of Environmental Design, State Highway Administration
- Mr. Tim Wild, Environmental Analyst, Landscape Operations Division, Office of Environmental Design, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2569

**Responding to letter dated:** Follow-up to 04-07-2002 e-mail message from Mr. & Mrs. Rawlings to "barrier" (SHA website)

Saved: 04/08/02 12:47 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\RAWLINGSRE01.doc

284

From: "Robert E. Rawlings, Sr." <rawlingsre@cablespeed.com>  
 To: <barrier@sha.state.md.us>  
 Date: 4/7/02 6:43PM  
 Subject: Highway noise

I am a resident of the Merriweather community which borders Route 170 between the Route 100 junction and Dorsey Road. We met with SHA representatives before the Route 100 project was opened and the actual traffic patterns were known and the woman representative indicated that a noise barrier was not planned and could not be added. She did say that trees would be planted to "do what SHA could do" about the anticipated noise - including planning for the wall at a future date. NOTHING has been done to my knowledge since this time. Not a single tree has been planted in all of these years!

The builder and developer misled residents about the actual impact of the Route 100 project. He deliberately did not tell anyone about Route 170 being widened to 4 lanes (especially with the most noise generating asphalt the state could purchase). This past week I measured the noise from the deck of my home during rush hour. The deck faces Route 100 and is approximately 100' from the closest traffic. The level peaked at 80 DB and consistently measured in the 65-70 DB range. Semi trucks constantly pass at all hours and as you could expect generate a tremendous amount of noise.

After checking your web site, I see the the threshold of noise is 66 Db. I think this level is much higher than is practical. I think if you personally tried to sleep next to 66 Db road noise that you would agree. Regardless of these issues, I am requesting the the State Highway Administration investigate the noise levels and propose some solutions. I understand that the extremely high cost for barriers will most likely make this an unlikely solution, however, the residents are being impacted by the increasing noise levels and any improvement would be welcomed.

Thank you for your assistance,

Robert & Anna Rawlings  
 7306 Musical Way  
 Severn, MD 21144 - 1157

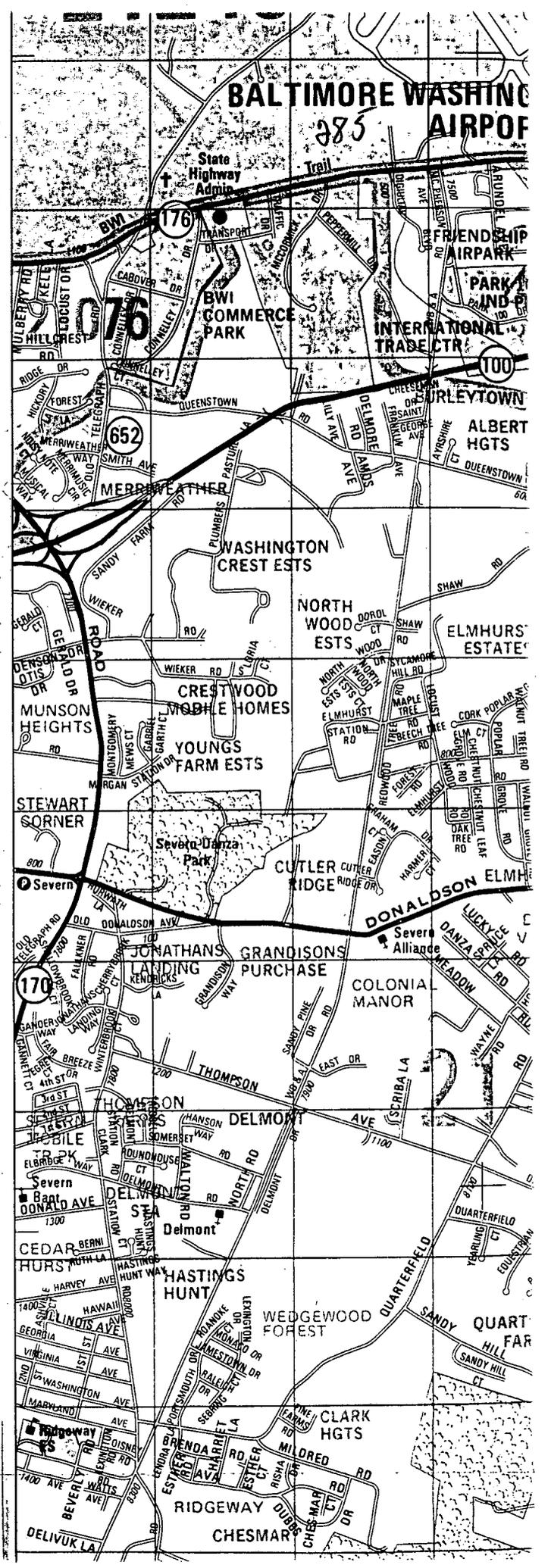
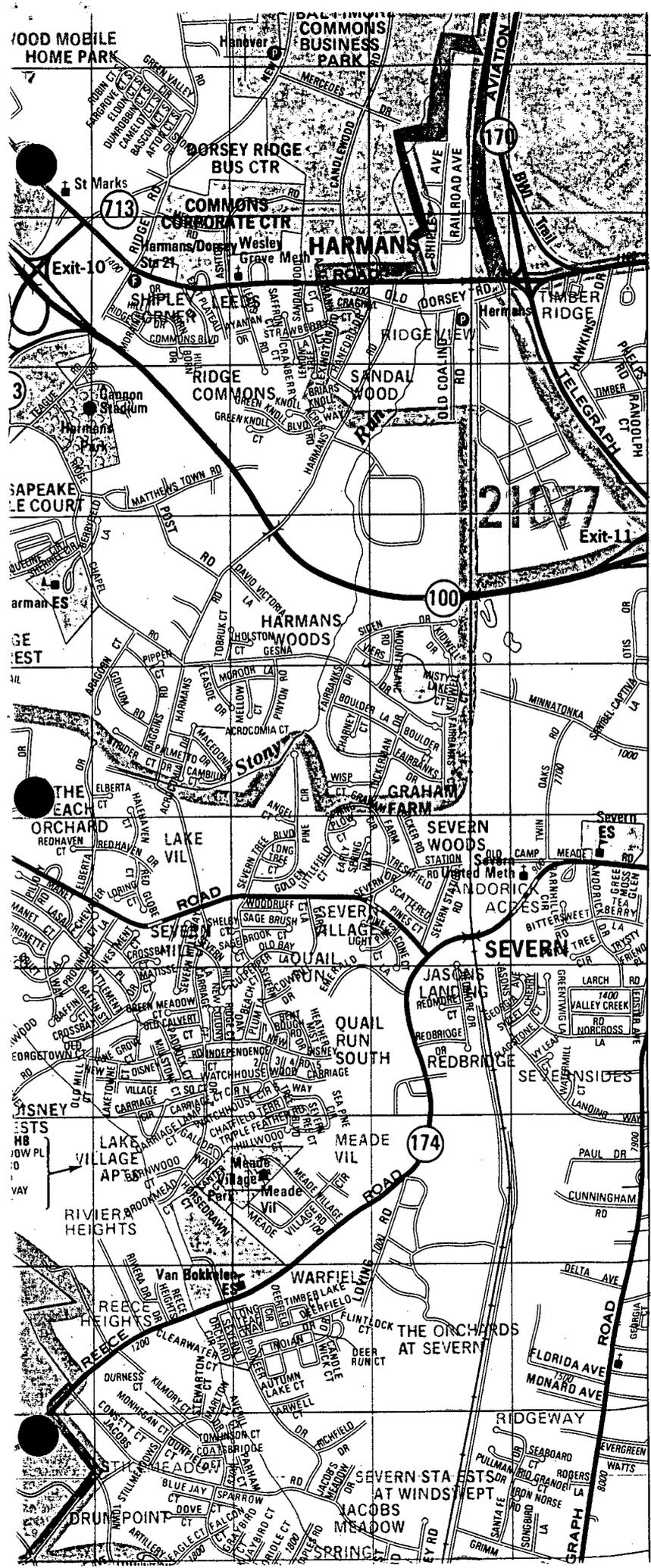
Bo's - DIST. 32 - Sen. James E. DeGrange, Sr.  
 Del. Mary Ann Love  
 James E. Rzepkowski  
 Theodor E.J. Sophocleas

AA CO - Dist 2 - David E. Klosterman, Jr.  
 410.222.1401

D-S CONST. - 410.891-1007 -  
 called 4/8 - left mess.  
 3:30 PM

TYPE I  
 Comm post date  
 enviro doc for  
 MD 100 - mit et. for Type I  
 (ENVIRON. DOC APPROVED BY FHWA 10/87)  
 Red MD 170 to 4 lanes?  
 Love Joe Kreslein

Now  
 AA CO Dist enviro  
 4 Feb 97



286

**From:** MATTHEW MANN  
**To:** TED SEVERE  
**Date:** 4/9/02 9:17AM  
**Subject:** Re: Ted,

Ted,

It looks like the southbound lanes at MD 100 were constructed in 1995 under contract AA 682-501-570. The northbound lanes have a 1959 original construction date. I didn't see the final configuration in the FEIS, but there is something for the interchange.

Matthew

>>> TED SEVERE 2002-04-09 07:35:23 >>>

Matthew - Have not gotten info - called District 5 Construction late yesterday afternoon and left a voice mail message to call back. I checked with Joe Kresslein in Project Planning and he was not aware of anything on MD 170 and recommended checking with the District. Need to find out if MD 170 in the vicinity of MD 100 was widened to four lanes and when that occurred. If occurred post 1989, the Merriweather community may be eligible, and possibly the road was widened without benefit of an environmental document (speculation on my part only). If the widening area was long enough and an environmental document was not done, then the community was overlooked for Type I. Only an investigation will tell which way this goes.

Still need the date study for MD 100 at the interchange area (southwest quadrant) of I-97/MD 100 as soon as possible. Have a letter to generate by tomorrow (I won't be here Thursday and Friday).

Thanks.  
Ted Severe

>>> MATTHEW MANN 04/09/02 04:26AM >>>

Ted,

Did you get your answers for the MD 170(?) highway widening inquiry? If not, please send me the details you need investigated.

Thanks,

Matthew

287

**From:** MATTHEW MANN  
**To:** TED SEVERE  
**Date:** 4/9/02 9:11AM  
**Subject:** Re: Ted,

Ted,

According to the Pavement History Database, MD 170 between milepoints 3.00 and 5.00 was originally constructed in 1959. Maryland Route 100 intersects MD 170 at milepoint 4.41. However, the attached interchange photograph clearly suggests some reconstruction and additional lanes. I checked again and the Southbound lanes, lanes 1 and 2, were constructed in 1995 under contract AA 682-501-570.

Matthew

>>> TED SEVERE 2002-04-09 07:35:23 >>>

Matthew - Have not gotten info - called District 5 Construction late yesterday afternoon and left a voice mail message to call back. I checked with Joe Kresslein in Project Planning and he was not aware of anything on MD 170 and recommended checking with the District. Need to find out if MD 170 in the vicinity of MD 100 was widened to four lanes and when that occurred. If occurred post 1989, the Merriweather community may be eligible, and possibly the road was widened without benefit of an environmental document (speculation on my part only). If the widening area was long enough and an environmental document was not done, then the community was overlooked for Type I. Only an investigation will tell which way this goes.

Still need the date study for MD 100 at the interchange area (southwest quadrant) of I-97/MD 100 as soon as possible. Have a letter to generate by tomorrow (I won't be here Thursday and Friday).

Thanks.  
Ted Severe

>>> MATTHEW MANN 04/09/02 04:26AM >>>

Ted,

Did you get your answers for the MD 170(?) highway widening inquiry? If not, please send me the details you need investigated.

Thanks,

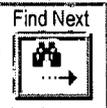
Matthew

Customer Info. View for 2001

Monday, April 08, 2002 08:41 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2569		04/08/2002	E-mail	RAWLINGS	Mr. & Mrs. Robert E., S	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
7306	Musical Way	AA	Severn	2144-1157	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
		rawlingsre@cables	Merrriweather

Logical Project Limits

ROADWAY: MD 100	BarrierName
-----------------	-------------

Northeast quadrant of MD 100/MD 170 interchange

RESPONSE	INQUIRY	2nd Contact
	wants noise analysis; promised tree buffer	
	Last Contact	Researcher:
	04/07/2002	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	04/19/2002		n/a

LAST action

4-8-02 Rec'd. e-mail inquiry from Mr. Rawlings; wants promised tree plantings from MD 100 improvements; MD 170 widened to 4 lanes; self-measured noise levels reached 80 dB



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

04-2002 EO's Dist. 32 Sen. James E. DeGrange, Sr.; Dels. Mary Ann Love; James E. Rzepkowski; Theodore J. Sophocleus; AA Cncl. Daniel E. Klosterman, Jr.

Comment Journal, and letter hyperlinks: \\shadgntvol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir: 1-888-375-1975 outside MD

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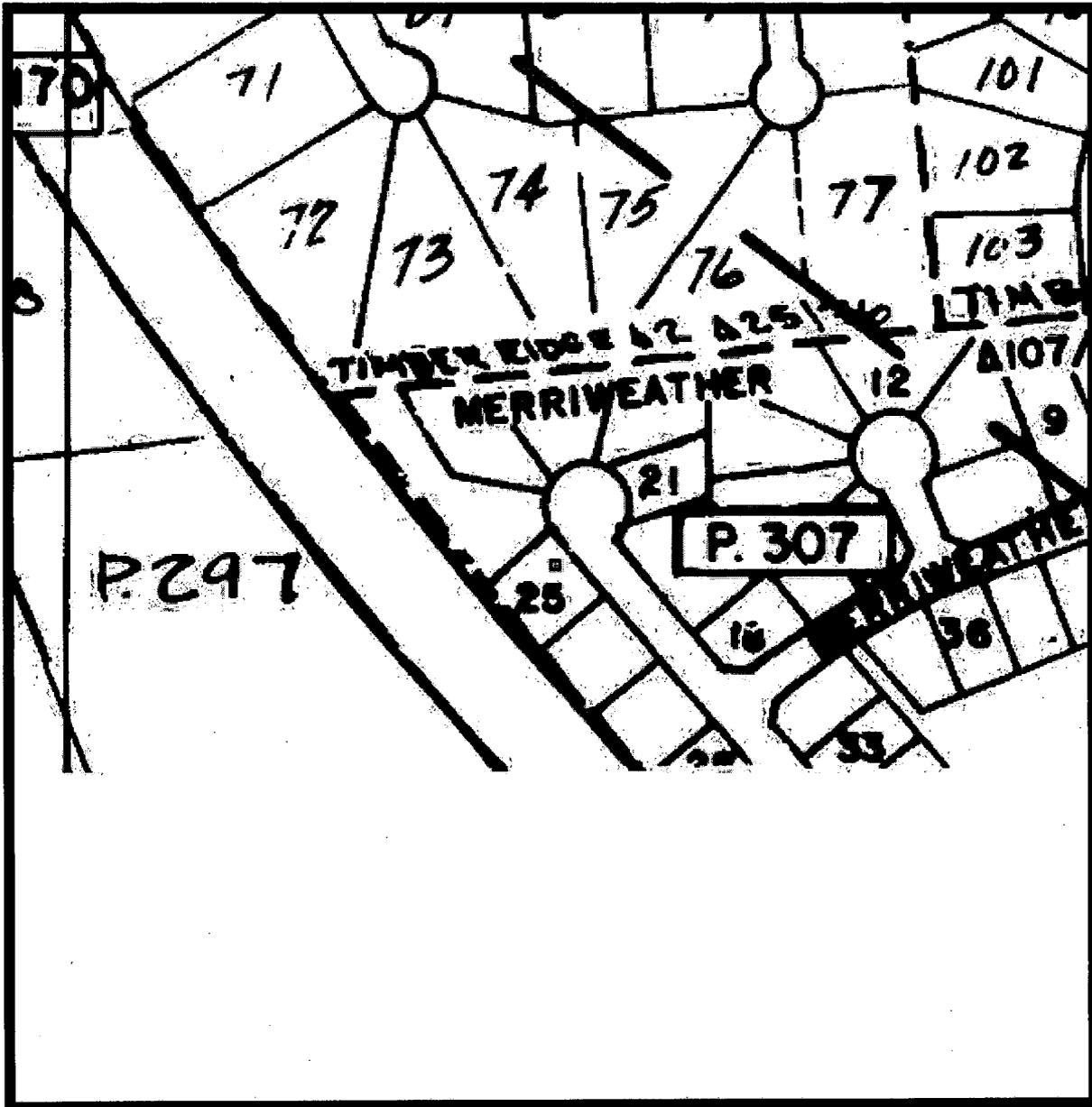




Maryland Department of Assessments and Taxation  
ANNE ARUNDEL COUNTY  
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District - 04 Subdistrict - 475 Account Number - 90054504



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[www.mdp.state.md.us](http://www.mdp.state.md.us)

# STATE HIGHWAY ADMINISTRATION

<b>CONTRACT NUMBER</b> AA 682-101-570 (AWS 90-233-070)		<b>PROJECT</b> Anne Arundel & Howard Counties Md 100		<b>TERMINI/DESCRIPTION</b> from I-95 to Md 3 (I-97)	
<b>TYPE OF DOCUMENTATION</b>					
Recommended : EIS	CE:	<u>8/29/85</u>	EA	4(f)	Supplemental Programmatic
FHWA Concurrence: EIS	CE:	<u>9/25/85</u>	EA	4(f)	Supplemental Programmatic
<b>MEETINGS AND HEARINGS</b>					
Informational Mtg	Date	Alternatives Mtg/ Workshop	Date	Public Hearing	Date
1.		1.	4/11/85	1.	6/12/86
2.		2.		2.	
3.		3.		3.	
					Transcript to FHWA: 7/30/86
					Transcript Approved: 8/5/86
<b>ENVIRONMENTAL DOCUMENTS</b>			<b>APPROVALS</b>		<b>RE-EVALUATIONS</b>
Prelim. Draft to FHWA:	<u>1/14/86</u>	Prelim. Final to FHWA:	<u>5/7/87</u>	Location Approval Date:	<u>1/21/88</u>
Draft Comments Ret:		Final Comments Ret:		Design Approval Memorandum	Sent to Design Div: <del>3/8/86</del>
Final Draft to FHWA:		Final <sup>FEIS/4(F)</sup> to FHWA:	<u>8/24/87</u>	Design Approval Date:	<u>2/25/88</u>
Approval Received:	<u>5/5/86</u>	FHWA Approval:	<u>10/27/87</u>		
Circulate to Agencies:	<u>5/9/86</u>	Circulate to Agencies:			
Comments Due:	<u>6/30/86</u>				
		<b>FEIS</b>			
		Publish in FR:			
		Comment Period Expires:			
					Final Review Meeting: Re-evaluation to FHWA: FHWA Approved:
					Final Review Meeting: Re-evaluation to FHWA: FHWA Approved:
					Design Change Re-evaluation Date of Request To FHWA: FHWA Approved: <u>4/15/84</u>

292

# STATE HIGHWAY ADMINISTRATION

<b>CONTRACT NUMBER</b> AA 905-000-571 /FAP RF 941-1(1)		<b>PROJECT</b> Md 170; Md 100 to Hammonds Ferry Rd		<b>TERMINI/DESCRIPTION</b> Improve exist. align.(6 mi); Termin 3/81	
<b>TYPE OF DOCUMENTATION</b>					
Recommended : EIS 6/9/76	CE:	EA	4(f)	Supplemental	Programmatic
FHWA					
Concurrence: EIS 6/18/76	CE:	EA	4(f)	Supplemental	Programmatic
<b>MEETINGS AND HEARINGS</b>					
Informational Mtg	Date	Alternatives Mtg/ <u>Workshop</u>	Date	Public Hearing	Date
1.		1.	10/23/80	1.	
2.		2.	10/27/76	2.	
3.		3.	12/27/76	3.	
					Transcript to FHWA:
					Transcript Approved:
<b>ENVIRONMENTAL DOCUMENTS</b>		<b>APPROVALS</b>		<b>RE-EVALUATIONS</b>	
Prelim. Draft to FHWA:		Prelim. Final to FHWA:		Location Approval Date:	PI:
Draft Comments Ret:		Final Comments Ret:		Design Approval Memorandum	Re-evaluation to FHWA:
Final Draft to FHWA:		Final to FHWA:		Sent to Design Div:	FHWA Approved:
Approval Received:		FHWA Approval:		Design Approval Date:	Final Review Meeting:
Circulate to Agencies:		Circulate to Agencies:			Re-evaluation to FHWA:
Comments Due:					FHWA Approved:
		<u>FEIS</u>			Design Change Re-evaluation
		Publish in FR:			Date of Request
		Comment Period Expires:			To FHWA:
					FHWA Approved:
Proj. Terminated 3/81					



**Maryland Department of Transportation**  
**State Highway Administration**

293

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 4, 2002

Ms. Tali M. Redd  
12100 Benjamin Street  
Beltsville MD 20705-1158

Dear Ms. Redd:

This letter is in response to your inquiry to Delegate Barbara A. Frush, District 21, regarding consideration for a sound barrier to protect the Franklin Farms at Ammendale subdivision, the community adjacent to northbound I-95 between the Old Gunpowder Road overpass and Aitcheson Road in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans at this time for highway improvements to I-95 that warrant Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

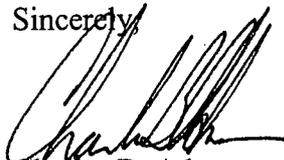
294

Ms. Tali M. Redd  
Page Two

The State Highway Administration has evaluated the Franklin Farms at Ammendale community for consideration for a Type II sound barrier as outlined above. Our evaluation has determined that the majority of the homes in the community have been constructed since 1999 and the highway opening date for this portion of I-95 is 1971. Based on this information, the Franklin Farms at Ammendale community cannot be considered for a Type II sound barrier because it postdates the highway. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Arthur Dorman, Member, Senate of Maryland  
The Honorable Barbara A. Frush, Member, Maryland House of Delegates  
The Honorable Walter H. Maloney, Member, Prince George's County Council  
The Honorable Pauline H. Menes, Member, Maryland House of Delegates  
The Honorable Brian R. Moe, Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Ms. Tali M. Redd  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2623

**Responding to letter dated:** Follow-up to 08-27-2002 e-mail copy of letter to Mr. Adams from the District 21 delegation (thru Delegate Frush's aide, Mr. Duncan Munro) requesting the evaluation of the Franklin Farms at Ammendale community in PG County for sound barrier consideration

Saved: 08/27/02 2:43 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\REDDTM01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

296

**From:** "Delegate Barbara Frush" <Barbara\_Frush@house.state.md.us>  
**To:** "Severe, Ted - SHA Noise Abatement" <tsevere@sha.state.md.us>  
**Date:** 8/27/02 10:23AM

August 27, 2002

Mr. Charles B. Adams  
Director of Environmental Design  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Dear Mr. Adams:

We have been contacted by our constituent, Mr. Tali Redd, who lives at 12100 Benjamin Street, Beltsville MD 20705, in the Franklin Farms at Ammendale subdivision. Mr. Redd finds that the noise from I-95 is a deterrent to the full use and enjoyment of his property.

We request that you evaluate this area for installation of sound barriers, and share your findings with Mr. Redd and with us.

Thank you for looking into this matter. We look forward to your response.

We are sincerely,

Arthur Dorman  
Senator

Pauline H. Menes  
Delegate

Barbara A. Frush  
Delegate

Brian R. Moe  
Delegate

\dm

cc: Mr. Redd

297

CC: "Adams, Charles, SHA Environmental Design" <cadams@sha.state.md.us>, "Hade, Jim - SHA - Noise Abatement" <jhade@sha.state.md.us>, "Ross, N - SHA Noise Abatement" <nross@sha.state.md.us>

298

**From:** "Delegate Barbara Frush" <Barbara\_Frush@house.state.md.us>  
**To:** "Severe, Ted - SHA Noise Abatement" <tsevere@sha.state.md.us>  
**Date:** 8/27/02 1:26PM  
**Subject:** Correction

Ted

Gender Correction, please. Tali Redd is a female. Our voter data base had her as a male. We have corrected what we can. Sorry for the confusion.

Duncan Munro

Customer Info. View for 2001

Tuesday, August 27, 2002 11:50 AM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2623		08/27/2002	E-mail	REDD	Ms. Tali M.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
12100	Benjamin Street	PG	Beltsville	20705-1158	private	
Elected Official whom has communicated directly to us on this custome			Del. Barbara A. Frush (Mr. Duncan Munro, Aide)			Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
			Franklin Farms at Ammendale			
Logical Project Limits	ROADWAY	I-95	BarrierName			
NB I-95 from Old Gunpowder Road Overpass to Aitcheson Road						
RESPONSE	INQUIRY			2nd Contact		
Community postdates; cannot offer any other assistance			noise from I-95 is a deterrent to full use & enjoyment of property			
			Last Contact	Researcher	Primary SHA Contact	
			08/27/2002		Ted	Construction Projects
FILE LOCATIO	OTHER	Current committmen				
		none				
Do we owe a letter?	Letter Commit due date:	09/06/2002				
<input checked="" type="checkbox"/>	Letter signed date		Reason Letter is Late	n/a		
LAST action	8-27-2002 - Rec'd e-mail version of letter to CBA from entire Dist. 21 delegation requesting evaluation of community and to report results to Mr. & Mrs. Redd and the delegation					
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
08-2002 EO's Dist. 21 Sen. Arthur Dorman; Dels. Barbara A. Frush; Pauline H. Menes; Brian R. Moe; PG Cncl Walter H. Maloney						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes			
Consultant Fir						1-888-375-1975 outside MD



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4 NE

Joins Map 7

5 NE

6 NE

SE  
15  
21  
31

AMME  
BI  
CAN

301



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- ▶ ZIP Code Lookup
- ZIP Code FAQ
- Locate Post Offices

## ▶ ZIP Code Lookup



Keyword/Search

keyword

search

### ZIP+4 Code Lookup Results

Below is the correct ZIP+4 Code from the address information that you provided.

[Lookup another ZIP Code >](#)

#### Official Postal Format

(ODD Range 12001 - 12021)  
 BENJAMIN ST  
 BELTSVILLE MD 20705 -1176

(EVEN Range 12000 - 12028)  
 BENJAMIN ST  
 BELTSVILLE MD 20705 -1167

(ODD Range 12101 - 12111)  
 BENJAMIN ST  
 BELTSVILLE MD 20705 -1156

(EVEN Range 12100 - 12114)  
 BENJAMIN ST  
 BELTSVILLE MD 20705 -1158

#### Mailing Industry Information

Carrier Route: C002  
County: PRINCE GEORGES  
Delivery Point: 99  
Check Digit: 3

Carrier Route: C002  
County: PRINCE GEORGES  
Delivery Point: 99  
Check Digit: 3

Carrier Route: C002  
County: PRINCE GEORGES  
Delivery Point: 99  
Check Digit: 5

Carrier Route: C002  
County: PRINCE GEORGES  
Delivery Point: 99  
Check Digit: 3



[Yellowpages.com](http://Yellowpages.com)

[Lookup another ZIP Code >](#)

▶ For integrating ZIP Code Lookup capabilities into your web site or application system, please visit our [Web Tools \(APIs\)](#) or find additional addressing products at [Address Information System Products \(AIS\)](#).



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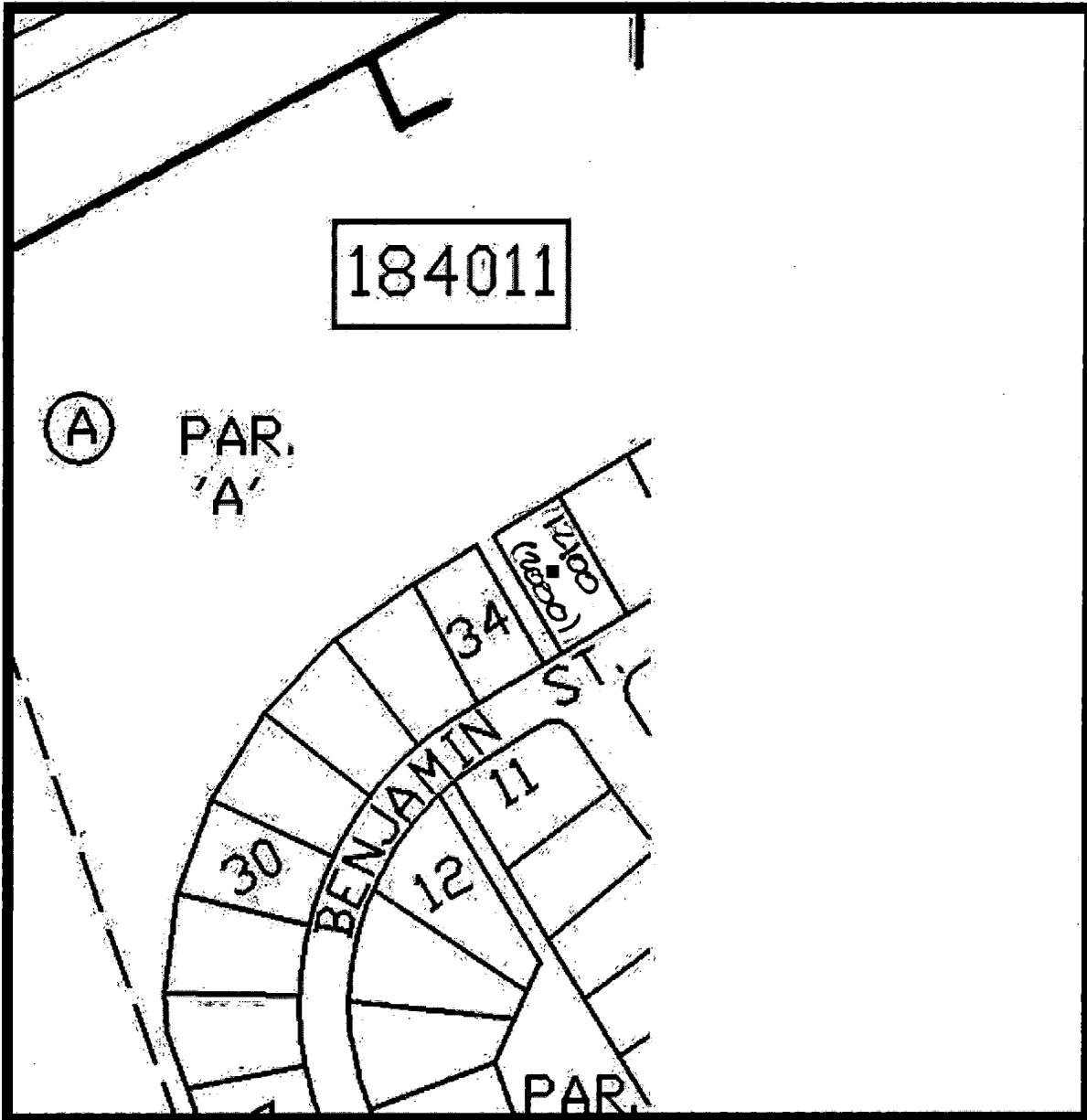
303



Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
Real Property Data Search

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District - 01 Account Number - 3182839



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

304

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  IM
  Search
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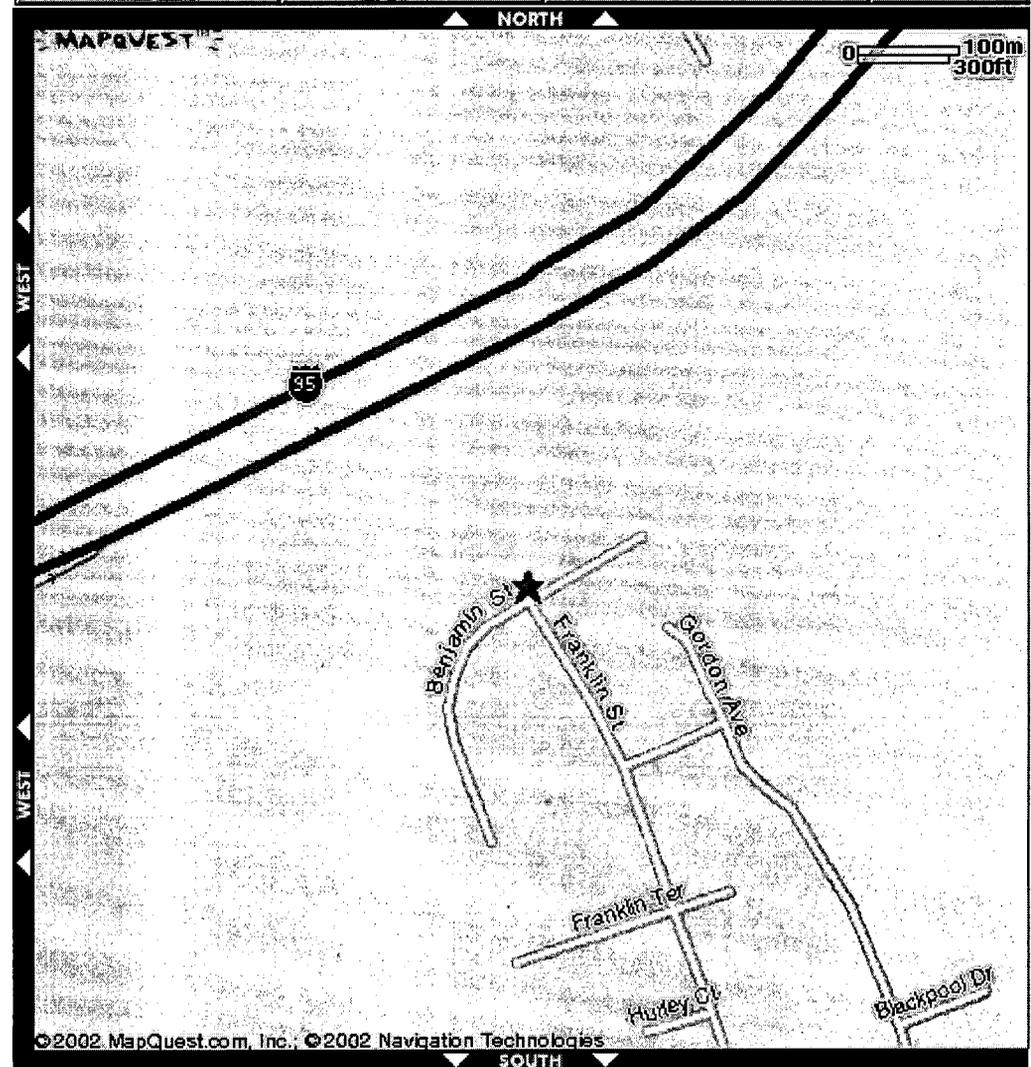
[MAPS](#)
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### maps

- **Address**
- **Airport**
- **ZIP Code**
- **City**
- **Area Code**
- **Lat / Long**
- **Road Atlas Key**
- **Saved Maps**

**12100 Benjamin St**  
**Beltsville, MD**  
**20705-1158, US**

Map a New Location



### What's Nearby

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- - SixFlags**
  -
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- [Baltimore News](#)
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### Yellow Pages

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Map Legend

305

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# MAPQUEST



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**20705-1158, US**

STREET MAP    AERIAL PHOTO

PRINT AERIAL PHOTO    E-MAIL AERIAL PHOTO

NORTH

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SOUTH

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- Baltimore News
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**12100 Benjamin St**  
**Beltsville, MD**  
**20705-1158, US**

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### What's Nearby

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### City Guide

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### Yellow Pages

Search **Beltsville** for:

CLICKING ON PHOTO WILL:  Zoom In  Re-center

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Map Legend



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

June 3, 2002

Mr. Harvey O. Riley, III  
14041 Monticello Drive  
Cooksville MD 21723-9609

Dear Mr. Riley:

This letter is a follow-up to the recent letter from Senator Robert H. Kittleman written to our office on your behalf and regarding highway traffic noise near your home in the Villa Monticello community along westbound I-70 east of the Hoods Mill Road (MD 97) interchange bridge in Howard County. I appreciate the opportunity to respond to you directly.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. At present, there are no plans for the widening of I-70 in this area and, therefore, Type I sound barrier consideration is not warranted.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

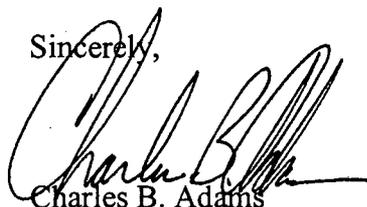
Mr. Harvey O. Riley, III  
Page Two

The State Highway Administration has studied the eastern end of the Villa Monticello community to determine its eligibility for Type II sound barrier consideration and found that only a few homes near Reys Road predate I-70. The estimated cost of a sound barrier to protect these homes exceeded the State's maximum cost per residence of \$50,000. The group of homes to the east of these homes, which includes yours, have only recently been constructed and, therefore, postdate I-70. Based on this information, the western end of the Villa Monticello community is not eligible for consideration for a Type II sound barrier. When a community is found not to meet the Sound Barrier Program's Type II technical criteria, as outlined above, there is no further noise abatement, including earthen berms, that can be considered. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

With respect to your concerns about large, noisy trucks operating on I-70, the solution to this issue is one of regulatory enforcement. The Maryland State Police Commercial Vehicle Enforcement Division has jurisdiction over the enforcement of this issue. This division of the Maryland State Police is located at 901 Elkridge Landing Road, Suite 901, Linthicum Heights, Maryland 21090-2919. Their telephone number is 410-694-6100. By copy of this letter, your concerns are being forwarded to this division of the Maryland State Police.

Thank you for contacting us through Senator Kittleman. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates  
Mr. Robert L. Fisher, District Engineer, State Highway Administration  
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates  
The Honorable Allan Kittleman, Member, Howard County Council  
The Honorable Robert H. Kittleman, Member, Senate of Maryland  
Maryland State Police Commercial Vehicle Enforcement Division  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. Harvey O. Riley, III  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None  
**OED Serial#:** None  
**Noise Customer #:**  
**Responding to letter dated:**  
Saved: 05/21/02 4:02 PM by: T.E. Severe  
N:\OED\NOISE\CORRESP\2002\RILEYHO01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

ROBERT H. KITTLEMAN  
STATE SENATOR  
14th Legislative District  
Howard and Montgomery Counties

Chairman  
Howard County Senate Delegation

Budget and Taxation Committee  
Health and Human Services Committee



309  
Annapolis Office  
429 Miller Senate Building  
410-841-3671  
1-800-492-7122 Ext. 3671

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401-1991

May 14, 2002

Mr. Charles B. Adams  
Director, Office of Environmental Design  
State Highway Administration  
P. O. Box 717  
Baltimore, Maryland 21203-0717

Dear Mr. Adams:

I have received a communication from one of my constituents concerning the traffic noise along the I 70 corridor. His property backs to I 70, and the noise from unmuffled trucks and motorcycles is unbearable especially early in the morning.

With a Maryland State Police weigh and inspection station close by, he is questioning why these vehicles are still allowed to operate on Maryland roadways. He says the loudest vehicles seem to be the local dump trucks that are operated without mufflers.

Mr. Riley is asking: What can be done to correct this problem. Why are the local and state police not enforcing vehicle codes? Is it possible to have an earthen berm erected to deflect the noise?

Will you please respond directly to Mr. Riley, with copy to me. He would appreciate any help you can provide, as will I.

Sincerely,

*Bob Kittleman*

Robert H. Kittleman

cc: Mr. Harvey O. Riley III  
14041 Monticello Drive  
Cooksville, Maryland 21723

5/20/02  
Noise Team -  
Please draft a  
reply.  
*Jrene*

Customer Info. View for 2001

Tuesday, May 21, 2002 04:17 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2592		05/21/2002	Letter	RILEY	Mr. Harvey O., III	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
14041	Monticello Drive	HO	Cooksville	21723-9609	private	Find Next

Elected Official whom has communicated directly to us on this custome	Sen. Robert H. Kittleman (Dist. 14B)	Find Next
DAY PHONE	HOME PHONE	E-Mail address
		Villa Monticello

Logical Project Limits	ROADWAY: I-70	BarrierName
WB I-70 east of MD 97 interchange		

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria - Type I not applicable; community postdates and not eligible for Type II - enclosed Comm Resource Guide - noisy truck issue MD State Police enforcement issue	large noisy trucks - what can be done? An earthen berm?	
Last Contact	Researcher	Primary SHA Contact
05/20/2002		None
FILE LOCATIO	OTHER	Current committmen
		by copy of letter, referring noisy truck issue to MD State Police

Do we owe a letter?	Letter Commit due date:	05/31/2002
<input checked="" type="checkbox"/>	Letter signed date	Reason Letter is Late
		n/a

LAST action	5-20-02 Rec'd letter from Sen. Kittleman outlining Mr. Riley's concerns about noisy trucks and could an earthen berm be built between his home and I-70
-------------	---

Comments: This field can not be sorted or searched.:	OPPE or Hwy rep.current type 1 inf	Rec'd
--	------------------------------------	-------

05-2002 EO's Dist. 14B Sen. Robert H. Kittleman; Dels. Gail H. Bates; Robert L. Flanagan; HO Cncl Allan Kittleman

Comment Journal, and letter hyperlinks	\\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\
Consultant Fir	1-888-375-1975 outside MD

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311

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Maryland Department of Assessments and Taxation  
HOWARD COUNTY  
Real Property Data Search

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[View Map](#)  
[New Search](#)

Account Identifier: District - 04 Account Number - 357442

**Owner Information**

**Owner Name:** RILEY HARVEY O III  
JOHNSON CHERYL L J/T  
**Use:** RESIDENTIAL  
**Principal Residence:** YES  
**Mailing Address:** 14041 MONTICELLO DR  
COOKSVILLE MD 21723-9609  
**Deed Reference:** 1) / 5581/ 428  
2)

**Location & Structure Information**

**Premises Address:** 14041 MONTICELLO DR  
COOKSVILLE 21723  
**Zoning:** RCDEO  
**Legal Description:** LOT 11 1.081 A  
14041 MONTICELLO DR SS  
HARLESS MANOR PHASE I

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
9	19	346				11	81	12025	

**Special Tax Areas:** Town Ad Valorem Tax Class  
NO A/V, NO M/P, RURAL FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
2001	2,144 SF	1.08 AC	000000

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

**Value Information**

	Base Value	Value As Of 01/01/2002	Phase-in Assessments	
			As Of 07/01/2001	As Of 07/01/2002
Land:	90,800	110,800		
Improvements:	180,320	198,030		
<b>Total:</b>	<b>271,120</b>	<b>308,830</b>	<b>271,120</b>	<b>283,690</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> CORNERSTONE HOMES INC	<b>Date:</b> 07/17/2001	<b>Price:</b> \$316,675
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 5581/ 428	<b>Deed2:</b>
<b>Seller:</b> HEWITT PATSY KAY TRUSTEE	<b>Date:</b> 03/14/2001	<b>Price:</b> \$218,000
<b>Type:</b> MULT ACCTS ARMS-LENGTH	<b>Deed1:</b> / 5381/ 636	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:** EO's Dist: 14B  
 Special Tax Recapture: \*NONE\*  
 Sen. Robert H. Kittler  
 Del. Gail H. Bates  
 Robert L. Flanagan  
 Hop: Allan Kittler

woodwebarc w: //ced\webarc\websites\index.htm

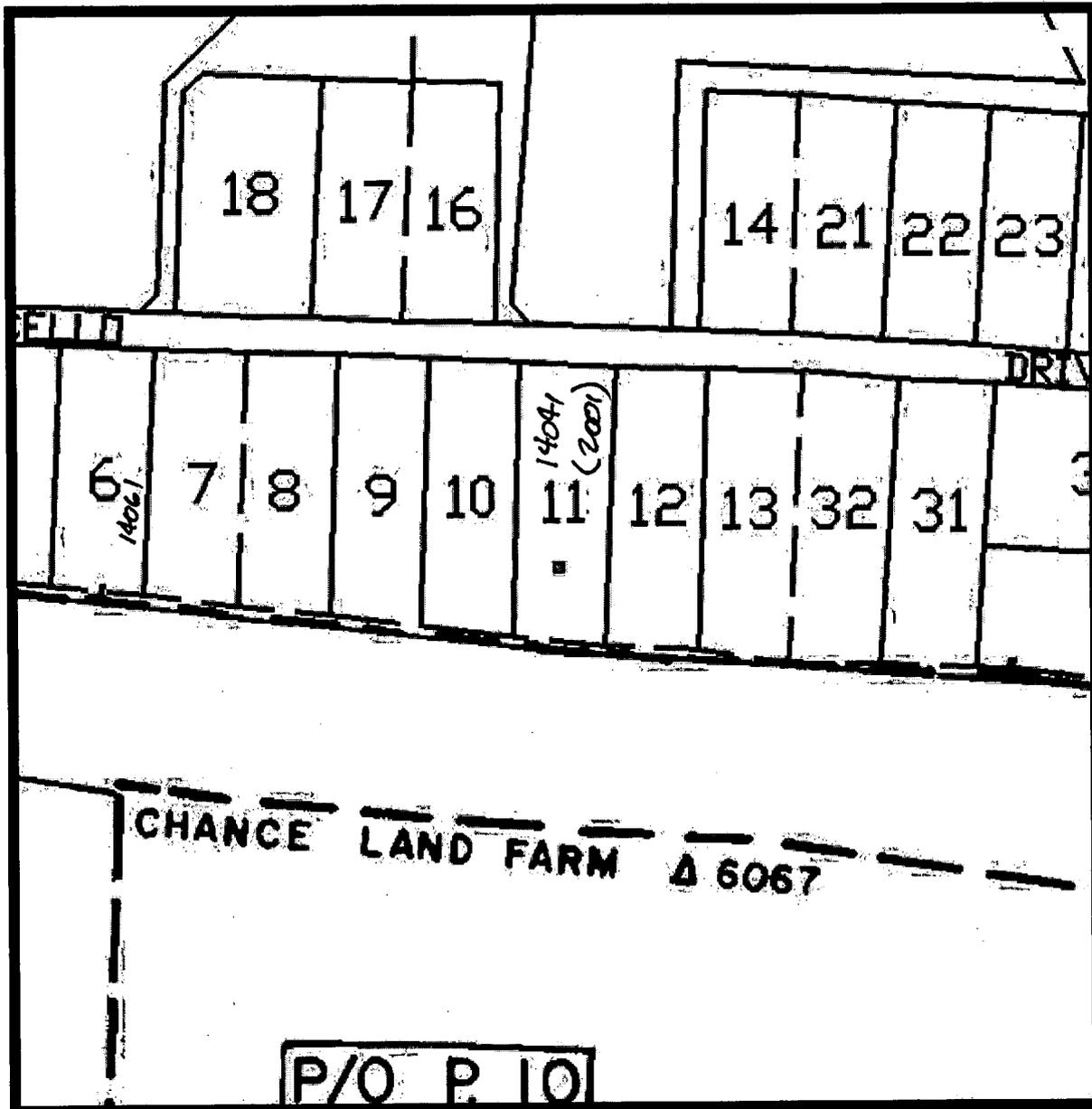
312



Maryland Department of Assessments and Taxation  
HOWARD COUNTY  
Real Property Data Search

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District - 04 Account Number - 357442



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web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

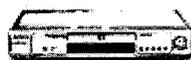
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- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:

14041 Monticello Dr  
Cookeville, MD  
21723-9609, US

STREET MAP AERIAL PHOTO

PRINT/AERIALPHOTO E-MAIL/AERIALPHOTO

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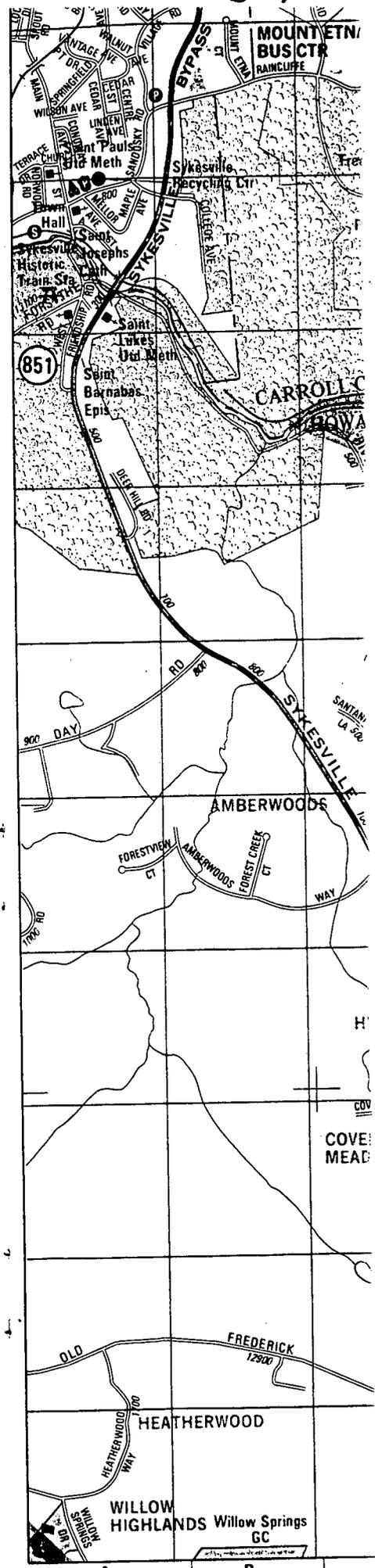
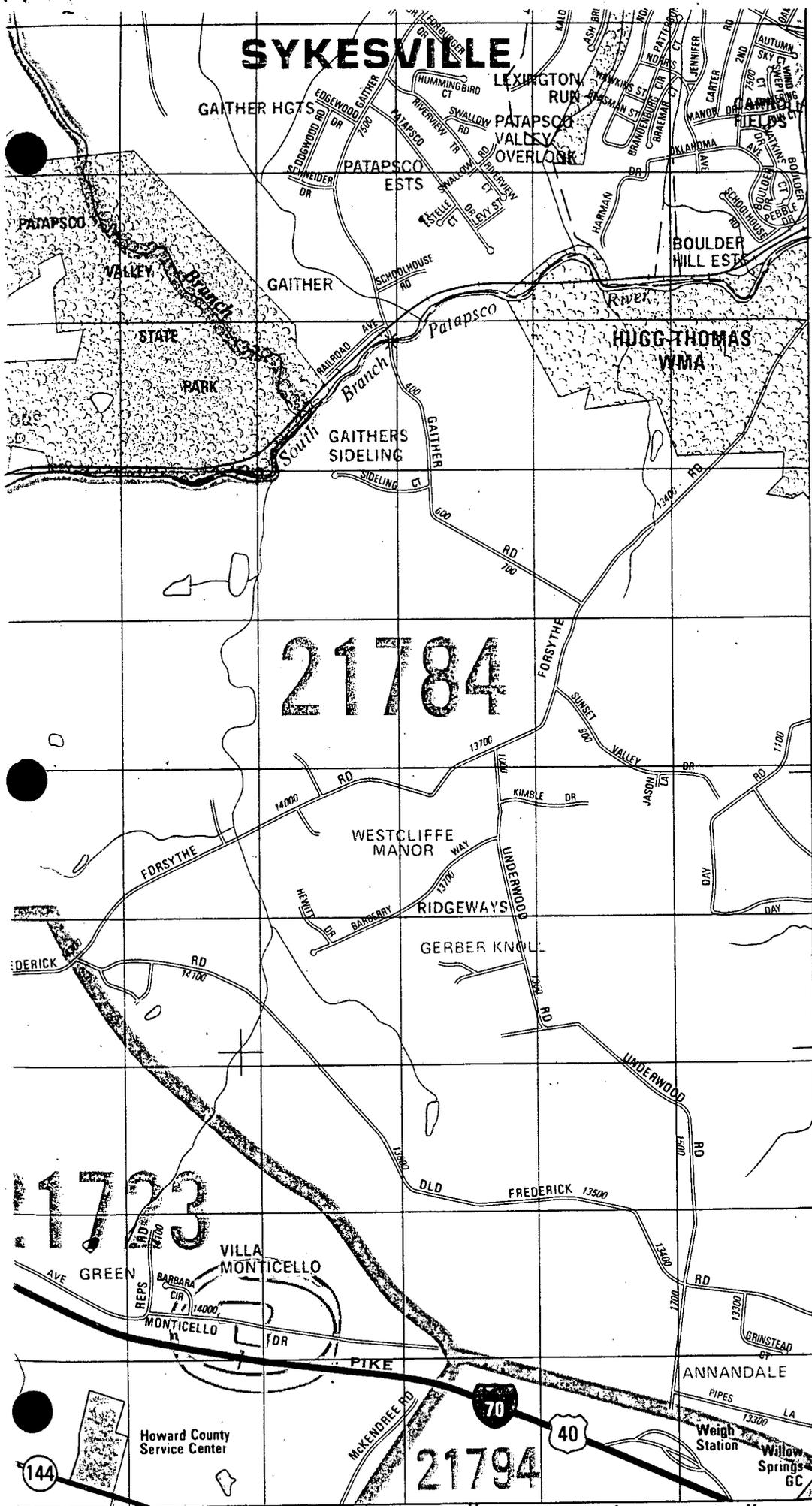
CLICKING ON PHOTO WILL:  Zoom In  Re-center

Samsung DVD Player

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Map Legend



314

Joins Map 9

810,000 FT 76°57'30"



**Maryland Department of Transportation**  
**State Highway Administration**

Parris N. Glendening  
 Governor

John D. Porcari  
 Secretary

Parker F. Williams  
 Administrator

May 23, 2002

Ms. Mary Riley  
 7 Old Riverview Avenue  
 Annapolis MD 21401-1129

Dear Ms. Riley:

This letter is a follow-up to your telephone conversation with Ms. Dawn Campbell, Administrative Assistant for the State Highway Administration's District 5, regarding a sound barrier adjacent to eastbound US 50 near Ridgely Avenue in Anne Arundel County. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. In the environmental analysis performed for the widening of US 50/US 301 to its present configuration, it was determined that noise levels would only increase by 2 decibels over the condition of not constructing the widening project. Based on this information, sound barriers were deemed to not be warranted.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
 1-800-735-2258 Statewide Toll Free

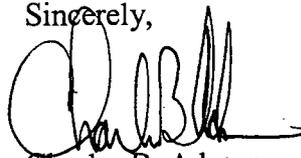
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Mary Riley  
Page Two

The intent of the Type II side of the State's Sound Barrier Policy is to consider abatement of high levels of highway traffic noise in the outdoor living spaces of communities where a majority of the homes predate the existing highway. SHA conducted noise level tests at 7, 9 and 15 Riverview Avenue in 1997, 2001 and earlier this month. During the May 2002 readings, we also had traffic counts taken to compare with observed seasonal high levels of traffic. The results of these tests indicate that, in the areas of frequent use in the backyards, the noise levels did not equal or exceed the 66 decibel impact threshold of the State's Sound Barrier Policy. Even though your homes are as close to the highway as other homes that are receiving more than 66 decibels of noise, there are several features that are acting as sound barriers for the homes along your street. There is an existing earthen berm along the ramp from Rowe Boulevard to eastbound US 50 that is providing noise reduction, as well as the Ridgely Avenue bridge/overpass, the commercial building complex, and out buildings in the rear areas of the yards. Each of these structures provides some level of noise reduction. We understand that highway traffic noise can be annoying to you and your neighbors, however, based on our field-run noise level testing results as well as computer modeling, a sound barrier for this portion of the Riverview Manor community is not warranted.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable John C. Astle, Member, Senate of Maryland  
The Honorable Michael E. Busch, Member, Maryland House of Delegates  
Ms. Dawn Campbell, Administrative Assistant, District 5, State Highway Administration  
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates  
The Honorable C. Richard D'Amato, Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Barbara D. Samorajczyk, Member, Anne Arundel County Council  
Mr. Greg Welker, District Engineer, State Highway Administration

Ms. Mary Riley  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2586

**Responding to letter dated:** Follow-up to 03-27-2002 telephone conversation between Ms. Dawn Campbell and Mr. Ted Severe referring Ms. Riley to SHA with several noise abatement concerns with the proposed sound barrier along eastbound US 50 between Ridgely Avenue and the Severn River Bridge

Saved: 05/14/02 10:08 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\RILEYM01.doc

Customer Info. View for 2001

Tuesday, May 14, 2002 09:51 AM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2586		05/14/2002	Phone	RILEY	Ms. Mary	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
7	Old Riverview Avenue	AA	Annapolis	21401-1129	private	



Elected Official whom has communicated directly to us on this customer

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
410-295-6894	410-224-7577		Riverview/Lindamoor (Riverview Manor)

Logical Project Limits | ROADWAY: US 50 | BarrierName

EB US 50, just east of Ridgely Avenue

RESPONSE	INQUIRY	2nd Contact
	highway is noisy - do we get a barrier?	
	Last Contact	Researcher
	03/27/2002	
	Primary SHA Contact	Construction Projects
	Ted	

FILE LOCATIO	OTHER	Current committmen
Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 05/22/2002	
	Letter signed date	Reason Letter is Late n/a



LAST action

03-02 Ms. Riley contacted D-5 (Dawn Campbell); wants barrier to reduce highway traffic noise

Comments: This field can not be sorted or searched.: | OPPE or Hwy rep.current type 1 inf |

05-2002 Dist. 30 Sen. John C. Astle; Dels. Michael E. Busch; Virginia P. Clagett; C. Richard D'Amato; AA Cnd Barbara D. Samorajczyk

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD

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21401

SEE GRID E7  
1 MATHIAS HAMMOND WAY  
2 PEGGY STEWART WAY

1 MARK  
2 SHIPKA



21401

SEE GRID E7  
1 MATHIAS HAMMOND WAY  
2 PEGGY STEWART WAY

1 MARK  
2 SHIPKA

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Maryland Department of Assessments and Taxation  
**ANNE ARUNDEL COUNTY**  
 Real Property Data Search

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Account Identifier: District - 02 Subdivision - 000 Account Number - 12308850

**Owner Information**

**Owner Name:** SULLIVAN, R KEVIN **Use:** RESIDENTIAL  
**Principal Residence:** YES  
**Mailing Address:** 7 RIVERVIEW AVE **Deed Reference:** 1) /10251/ 375  
 ANNAPOLIS MD 21401-1119 2)

**Location & Structure Information**

**Premises Address** 7 RIVERVIEW AVE **Zoning** R2 **Legal Description** LT 173 OR .51 ACRE  
 ANNAPOLIS 21401 7 RIVERVIEW AVE  
 WEEMS CREEK

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
45	17	188				173	81	

Special Tax Areas	Town Ad Valorem Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1950	1,588 SF	.51 AC	

Stories	Basement	Type	Exterior Block
1 1/2	YES	STANDARD UNIT	BLOCK

**Value Information**

	Base Value	Value As Of 01/01/2002	Phase-in Assessments	
			As Of 07/01/2001	As Of 07/01/2002
Land:	48,820	76,600		
Improvements:	61,370	83,850		
<b>Total:</b>	<b>110,190</b>	<b>160,450</b>	<b>110,190</b>	<b>126,943</b>
Preferential Land:	0	0	0	0

**Transfer Information**

**Seller:** SULLIVAN, R KEVIN **Date:** 03/16/2001 **Price:** \$42,491  
**Type:** NOT ARMS-LENGTH **Deed1:** /10251/ 375 **Deed2:**  
**Seller:** HOFFMAN, MELYNDA EDWARDS **Date:** 12/18/1995 **Price:** \$112,000  
**Type:** IMPROVED ARMS-LENGTH **Deed1:** / 7258/ 68 **Deed2:**  
**Seller:** HOFFMAN, M LEE JR **Date:** 03/21/1995 **Price:** \$0  
**Type:** NOT ARMS-LENGTH **Deed1:** / 6960/ 323 **Deed2:**

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

\* NONE \*

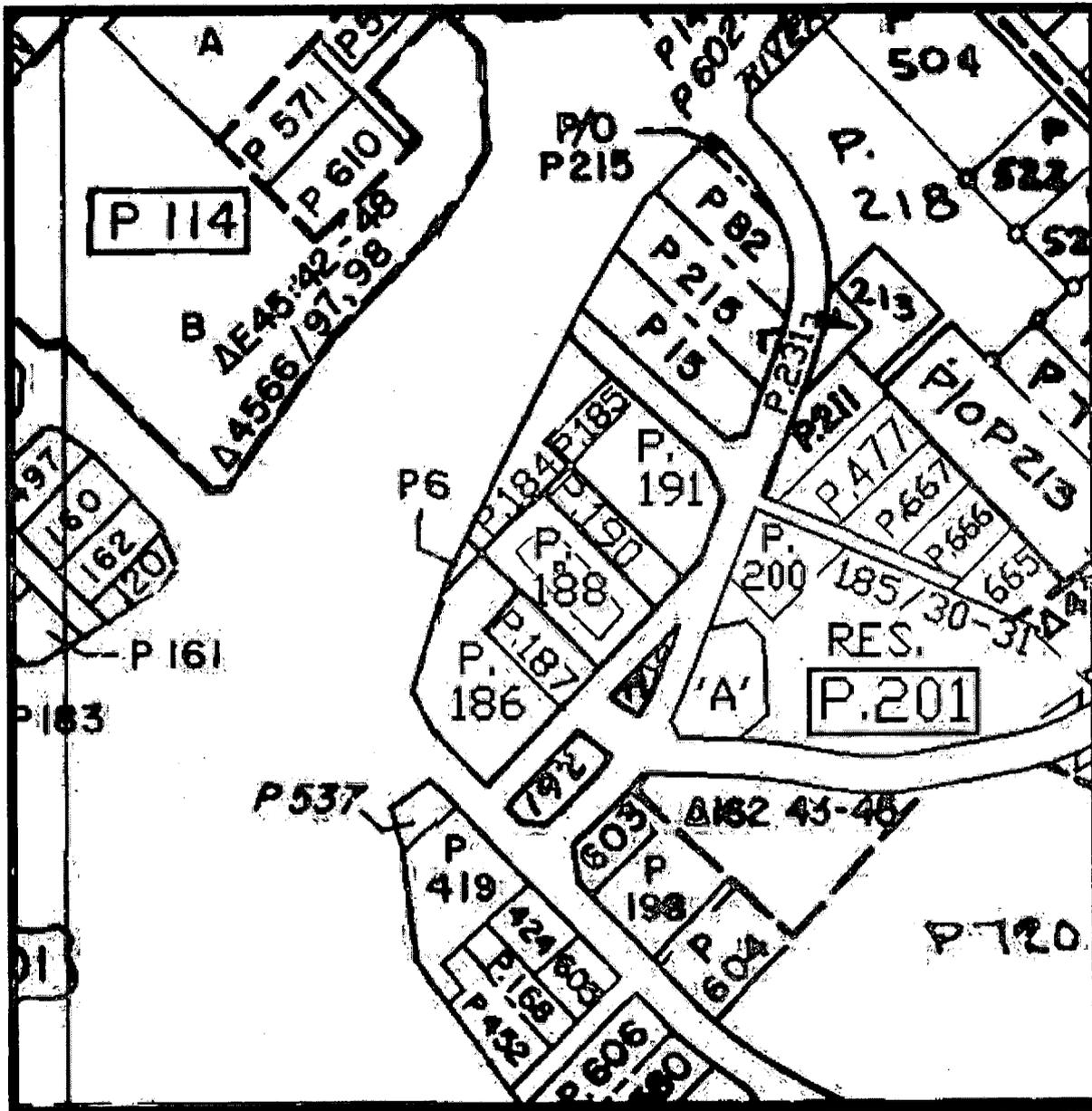
521



Maryland Department of Assessments and Taxation  
ANNE ARUNDEL COUNTY  
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District - 02 Subdistrict - 000 Account Number - 12308850



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**Maryland Department of Transportation  
State Highway Administration**

327

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

May 20, 2002

Mr. Jeremy B. Roth  
9007 Purdy Lane  
Pikesville MD 21208-1024

Dear Mr. Roth:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding highway traffic noise near your home on Purdy Lane, along northbound I-795 near McDonogh Road in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and impact existing communities and, if so, can the impact be effectively reduced at a reasonable cost. Affected homes must predate the approval of the highway improvements.

In 1976, the Lyon Acres community, of which Purdy Lane is a part, was studied in the Final Environmental Impact Statement (FEIS) for the construction of I-795 and Phase I of the Rapid Transit System (the Maryland Transit Authority's Baltimore Metro Subway) between Baltimore City and Owings Mills. The study predicted that there would be an increase in the predicted highway traffic noise levels over the existing noise levels and that a sound barrier could be considered for this area during final design. The final design study concluded there would not be a noise impact of 67 decibels, the impact threshold in effect at that time, for the several homes south of McDonogh Road. Additionally, the cost of a sound barrier would have exceeded the allowable cost per residence and, therefore, a sound barrier was not constructed.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and an effective sound barrier must be able to be built for \$50,000 or less per benefited home. If these criteria are met, the County in which a community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

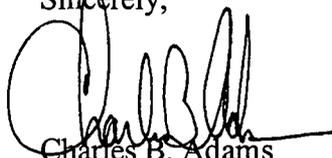
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Jeremy B. Roth  
Page Two

The Lyon Acres community has been evaluated to determine its eligibility under the State's Type II portion of the Sound Barrier Program as outlined above. It was determined that the majority of homes in the community do predate I-795 and that noise levels exceeded the 66 decibel impact threshold. However, the estimated cost per residence for an effective sound barrier would be over \$69,000, which is greater than the \$50,000 per benefiting residence criterion. Based on this information, the Lyon Acres community, that includes Purdy Lane, cannot be considered for a sound barrier. Enclosed is a copy of our brochure, *Community Resource Guide On Sound Barriers* that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Michael J. Finifter, Member, Maryland House of Delegates  
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland  
Mr. David J. Malkowski, District Engineer, State Highway Administration  
The Honorable T. Bryan McIntire, Member, Baltimore County Council  
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

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Mr. Jeremy B. Roth  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 05-14-02 telephone conversation between Mr. Roth and Mr. Ted Severe regarding a sound barrier to protect homes along Purdy Lane (I-795 at McDonogh Road)

Saved: 05/14/02 3:21 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ROTHJB01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

NOISE INQUIRY CHECKLIST

DATE 5/14/02 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_ RECEIVED BY T.E. SEVERE

NAME MR. JEREMY B. ROTH

ADDRESS 9007 PUDOT LANE

BALTIMORE MD 21208-1024  
(PIKESVILLE) (include zip code)

DAY TELEPHONE (W)- cell: 410-961-2141 (WORK / HOME)

OTHER TELEPHONE (H) 410-654-6843 em: acidinjury@yahoo.com

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. I-795

COMMUNITY / AREA NAME "Lyon Acres" - PUDOT LA

LOCATION ALONG HIGHWAY NB I-795 @ MCDONOUGH RD O/PASS

SUMMARY OF INQUIRY had some plantings done several years ago (w/ Amy Schmand) - seems noisier - Can anything be done?

\*\*\* FOLLOW-UP \*\*\*

DATE 5/14/02 BY T.E. SEVERE

1976 FEIS RECOMMENDED BARRIER CONSIDERATION; 1982 design found cost/resid of \$74,000; NOT FEASIBLE DUE TO COST; TYPE II ANALYSIS (2000) FOUND 22 ~~benefiting~~ benefiting homes; barrier cost = \$1,522,000 or \$69,182/resident; fail Type II for cost. - Send Comm. Res. Guide

\*\*\* REFERENCE FILES \*\*\*

EO's Dist. 4 - Sen. Paula ~~Collins~~ Colleen Helling - Ba CO - T. Bryan McIntire  
Dds. Michael J. Finkbe  
Dan. K. Morham  
Robert A. Zurki

Customer Info. View for 2001

Tuesday, May 14, 2002 03:58 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2587		05/14/2002	Phone	ROTH	Mr. Jeremy B.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
9007	Purdy Lane	BA	Pikesville	21208-1024	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
cell - 410-961-2141	410-654-6843	acidinjury@yahoo.c	Lyon Acres

Logical Project Limits | ROADWAY: I-795 | BarrierName

NB I-795 at McDonogh Road overpass (Purdy Lane)

RESPONSE	INQUIRY	2nd Contact
gave Type I & I criteria - failed Type I & II for cost per residence	roadway noisy - can anything be done to reduce it?	
Last Contact	Researcher	Primary SHA Contact
05/14/2002		Ted

Construction Projects

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?  Letter Commit due date: 05/24/2002

Letter signed date Reason Letter is Late n/a



5-14-02 Mr. Roth called; spoke w/Ted Severe; indicated that there is high traffic noise near his home on Purdy Lane from I-795 and wanted to know if anything (sound barrier, etc.) could be done about it; told him we would research and let him know

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05-2002 EO's Dist. 11 Sen. Paula Colodny Hollinger; Dels. Michael J. Finifter; Dan K. Morhaim; Robert A. Zirkin; BA Cncl T. Bryan McIntire

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

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<b>Maryland Department of Assessments and Taxation</b> <b>BALTIMORE COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	---

Account Identifier: District - 03 Account Number - 0308003150

**Owner Information**

<b>Owner Name:</b>	ROTH JEREMY B ROTH TATIANA	<b>Use:</b>	RESIDENTIAL
<b>Mailing Address:</b>	9007 PURDY LANE BALTIMORE MD 21208	<b>Principal Residence:</b>	YES
		<b>Deed Reference:</b>	1) /11634/ 744 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
9007 PURDY LA		5 AC SES 20 FT R/W L 9007 PURDY LA NW TO MCDONOUGH RD

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:
67	23	107					81	Plat Ref:

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>								
	<table style="width:100%; border-collapse: collapse;"> <tr> <th style="width: 30%;">Primary Structure Built</th> <th style="width: 20%;">Enclosed Area</th> <th style="width: 20%;">Property Land Area</th> <th style="width: 30%;">County Use</th> </tr> <tr> <td>1953</td> <td>2,091 SF</td> <td>5.00 AC</td> <td>04</td> </tr> </table>	Primary Structure Built	Enclosed Area	Property Land Area	County Use	1953	2,091 SF	5.00 AC	04
Primary Structure Built	Enclosed Area	Property Land Area	County Use						
1953	2,091 SF	5.00 AC	04						
<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>						
1 1/2	YES	STANDARD UNIT	BRICK						

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	84,000	01/01/2002 84,000	07/01/2001	07/01/2002
Improvements:	126,290	134,820		
<b>Total:</b>	<b>210,290</b>	<b>218,820</b>	<b>210,290</b>	<b>213,133</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> HAYNIE OTHO J	<b>Date:</b> 06/11/1996	<b>Price:</b> \$212,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> /11634/ 744	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

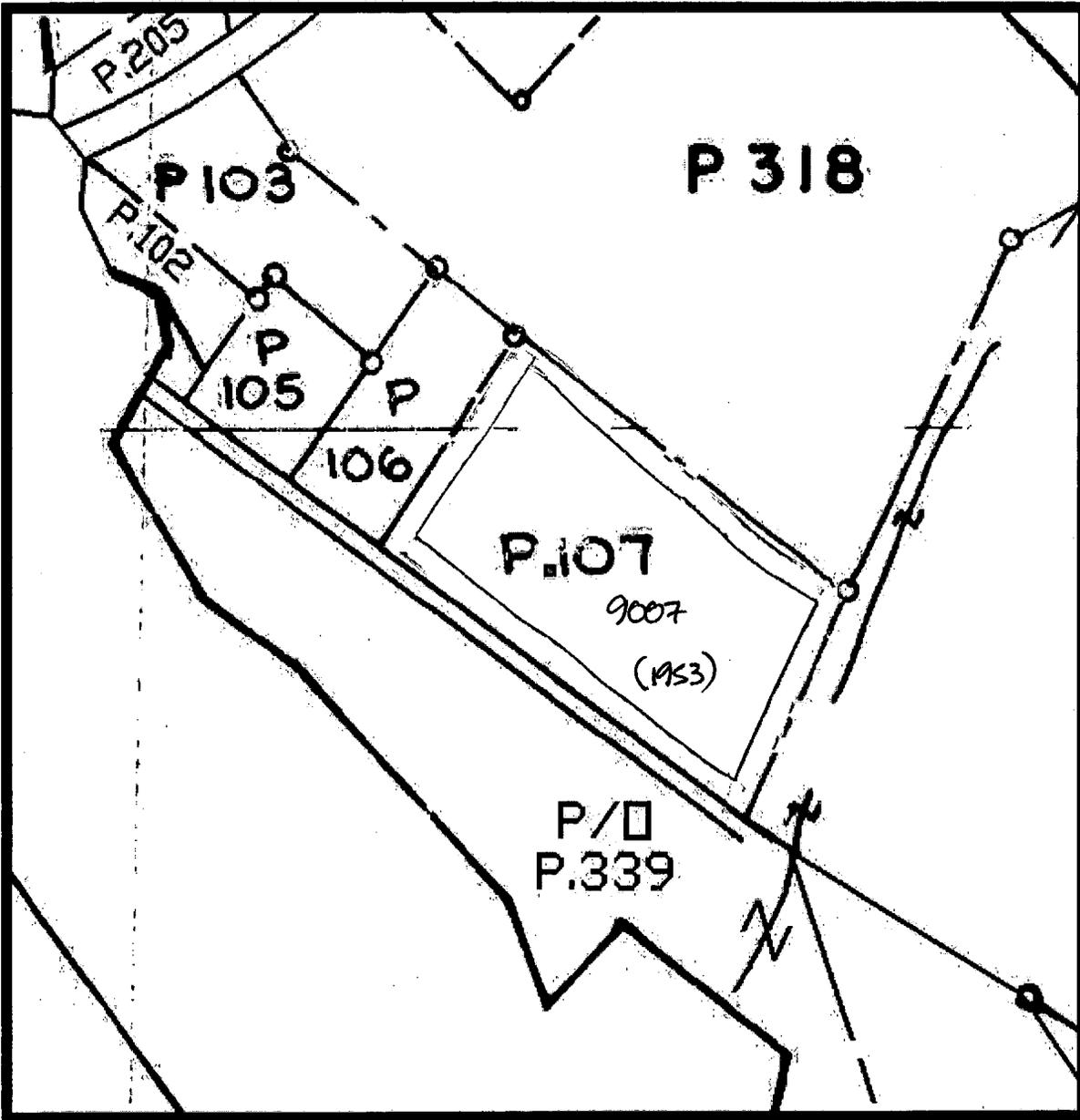
<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *



Maryland Department of Assessments and Taxation  
BALTIMORE COUNTY  
Real Property Data Search

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District - 03 Account Number - 0308003150



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[www.mdp.state.md.us](http://www.mdp.state.md.us)



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

February 8, 2002

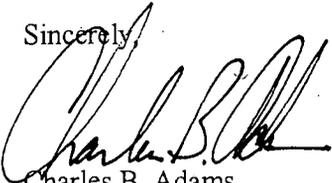
Mr. Steven M. Ryder  
2410 Wood Stream Court  
Ellicott City MD 21042-1060

Dear Mr. Ryder:

This letter is a follow-up to the recent telephone inquiry on your behalf from Senator Robert H. Kittleman's staff regarding a sound barrier along eastbound I-70 near Sand Hill Road in Howard County. I appreciate the opportunity to respond to the Senator's inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. As we had indicated in our August 18, 2000 letter to you, the Sandy Hill community was built in the mid-1980's after the opening date for I-70 in 1969. Based on this information, the Sandy Hill community cannot be considered for a Type I sound barrier because it postdates I-70.

Thank you for continuing interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates  
Mr. Robert L. Fisher, District Engineer, State Highway Administration  
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates  
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
The Honorable Allan Kittleman, Member, Howard County Council  
The Honorable Robert H. Kittleman, Member, Senate of Maryland

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Steven M. Ryder  
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2250

**Responding to letter dated:** Follow-up to 01-28-2002 telephone conversation between Ms. Jane Strotman, aide to Sen. Kittleman, and Mr. Ted Severe indicating that Mr. Ryder had contacted the Senator's office requesting a sound barrier to protect his home and antique business also located on his property. Mr. Ryder had contacted OED/NAT in 08/2000 requesting a barrier and was denied for Type II because community postdates I-70; he was sent a letter (08-18-2000) that provided this information

Saved: 01/28/02 12:00 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\RYDERSM01.doc

Customer Info. View for 2001

Monday, January 28, 2002 11:41 AM

TSevere

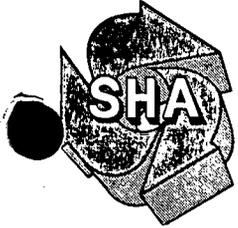
ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2250		08/03/2000	Phone	RYDER	Mr. Steven M.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
2410	Wood Stream Court	HO	Ellicott City	21042-1060	private	
Elected Official whom has communicated directly to us on this custome			Sen. Robert H. Kittleman (Aide - Ms. Jane Strot			Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
	410-531-8566		Sandy Hill Estates			
Logical Project Limits	ROADWAY	I-70	BarrierName			
between I-70/US 40 & Frederick Rd (MD 144) near Sand Hill Road						
RESPONSE	INQUIRY			2nd Contact		
8-18-00 described Type I & II criteria; not eligible for Type II because comm postdates I-70 (built in mid-1980's, I-70 = 1969).			can community get a barrier? Was paving done to make road quieter?			
FILE LOCATIO	OTHER	Current committmen	Primary SHA Contact	Construction Projects		
			Natalie			
Do we owe a letter?	Letter Commit.due date:	02/08/2002	Reason Letter is Late	late start		
	Letter signed date					
LAST action	1-28-02 Ms. Jane Strotman called from Sen. Kittleman's office; Mr. Ryder contacted Sen. Office & wants sound barrier; has antique business on prop. - generate letter to reiterate position to Mr. Ryder, per JDH					
Comments: This field can not be sorted or searched.						
			OPPE or Hwy rep.current type 1 inf			
08/2000 - EO's - Dist. 14B - Sen. Robert H. Kittleman; Dels. Robert L. Flanagan; (Vacant 01-28-2002); HO Cncl Allan Kittleman 08/23 - NBH called Mr. Ryder - he had contacted Mr. Geo Miller that he had not rec'd any written response from SHA - his letter and info arrived 08/22 after he had contacted Mr. Miller 8-18-2000 Letter to Mr. Ryder from CBA described Type I & II criteria; Sandy Hill community not eligible for Type II barrier because it was built in mid-1980's after 1969 opening date for I-70; sent copy of Community Resource Guide On Sound Barriers						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\			
Consultant Fir			1-888-375-1975 outside MD			

Find Next

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332

S



**Maryland Department of Transportation  
State Highway Administration**

333

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

June 5, 2002

Mr. Larry Sampson  
11102 Saranac Station Road  
Bowie MD 20720-4256

Dear Mr. Sampson:

This letter is a follow-up to your recent e-mail message and telephone conversation with Mr. Ted Severe, of our staff, regarding highway traffic noise from US 50 near your community of Lakeview in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. There are no plans, at this time, for improvements to US 50 in this area that would warrant Type I sound barrier evaluations.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home.

The State Highway Administration has reviewed the Lakeview community under the Type II portion of the Sound Barrier Program as outlined above. Our research has determined that the Lakeview community has been constructed within the last year, which postdates the opening of US 50 in 1954. Based on this information, the Lakeview community cannot be considered for a Type II sound barrier because it postdates US 50. Secondly, your community is approximately 3,000 feet from US 50 and, while you are hearing traffic noise from US 50, the 66 decibel impact threshold is not being exceeded. Sound barriers are most effective only for the first several hundred feet behind the barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is \_\_\_\_\_

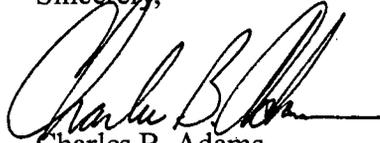
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Larry Sampson  
Page Two

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

cc:

- The Honorable Joanne C. Benson, Member, Maryland House of Delegates
- The Honorable Nathaniel Exum, Member, Senate of Maryland
- The Honorable Carolyn J.B. Howard, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- The Honorable Darren M. Swain, Member, Maryland House of Delegates
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- The Honorable Marvin F. Wilson, Member, Prince George's County Council

Mr. Larry Sampson  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2593

**Responding to letter dated:** Follow-up to 05-20-2002 e-mail from Mr. Sampson and 05-21-2002 telephone conversation between Mr. Sampson and Mr. Ted Severe (to ascertain his address and area of specific concern)

Saved: 05/22/02 10:24 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SAMPSONL01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

336

From: "Larry Sampson" <larry\_sampson@msn.com>  
 To: <barrier@sha.state.md.us>  
 Date: 5/20/02 9:02PM  
 Subject: Sound Barrier

Hell-O, I'm Larry Sampson and live right off Rte 450 and Glenn Dale Road in Bowie, MD; north of Rte 50. One would think, based on our location, I and the other residents here in my area would not be affected by the traffic noise from Rte 50, but we are. The traffic noise from Rte 50 is quite loud; most of the day, including weekends. I've noticed that there's no sound barrier on Rte 50, heading West from Rte 50 & 301, between the Lottsford Vista overpass and the exit to Rte 704 North off Rte 50. I believe just before the Lottsford Vista overpass, a sound barrier ends. According to your web site, there are no plans to construct a sound barrier on Rte 50, heading West, between the Lottsford Vista overpass and the exit to Rte 450 North. Is this correct?

I suspect I'm not the only one who has asked this question as there are residents in areas that are closer to the traffic noise on Rte 50, near the section I'm referring to, than we are. I have reviewed your sound barrier policy and cannot determine if the section in question would qualify for a sound barrier. I would appreciate it if you would look into this a let me know if there are plans to construct a sound barrier in the section of Rte 50 referenced above, and if not, what can I (we) do to fix this problem. The noise from Rte 50 is to our area is not healthy. Thank you for your time.

Larry Sampson

cell (301) 908-4025 Get more from the Web. FREE MSN Explorer download : <http://explorer.msn.com>

Called 5/21/02 @ ≈ 9:40 AM - left message:

11102 SARANAC STATION RD  
 BOWIE MD 20720-4256

(W) 301-860-1135 emi:

HOME BUILT 2001

POSTDATES!

EO'S - DIST. 24 - Sen. Nathaniel Exum

Debs. Joanne C. Benson

Carolyn J. B. Howard

Darren M. Swain

PG CO: DIST. 5

Mr. Marvin F. Wilson

Customer Info. View for 2001

Wednesday, May 22, 2002 10:25 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2593		05/22/2002	Phone/E-mail	SAMPSON	Mr. Larry	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
11102	Saranac Station Road	PG	Bowie	20720-4256	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-908-4025 (cell)	301-860-1135		Lakeview

Logical Project Limits	ROADWAY: US 50	BarrierName
------------------------	----------------	-------------

EB/WB US 50 between Md 193 (Enterprise Rd) and Lottsford Vista Rd

RESPONSE	INQUIRY	2nd Contact
decribed Type I & II criteria; not eligible for Type II - postdates (built 2001); too far from US 50 (more than 3000') for a barrier to be effective	US 50 is noisy; do we qualify & can a barrier be built?	
Last Contact	Researcher	Primary SHA Contact
05/21/2002		Ted

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		send Comm. Resource Guide	

Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 05/31/2002	Reason Letter is Late: n/a
---	------------------------------------	----------------------------

LAST action |

5-20-02 Mr. Sampson e-mailed OED/NAT; concerned about traffic noise from US 50 between Lottsford Vist Rd & MD 704; wants to know if community is eligible for barrier

Comments: This field can not be sorted or searched. OPPE or Hwy rep.current type 1 inf

05-2002 EO's Dist. 24 Sen. Nathaniel Exum; Dels. Joanne C. Benson; Carolyn J.B. Howard; Darren M. Swain; PG Cnd Marvin F. Wilson

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes

Consultant Fir 1-888-375-1975 outside MD

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Maryland Department of Assessments and Taxation  
**PRINCE GEORGE'S COUNTY**  
 Real Property Data Search

[Go Back](#)  
[View Map](#)  
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Account Identifier: District - 13 Account Number - 3224938

**Owner Information**

Owner Name: SAMPSON,LARRY Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 11102 SARANAC STATION RD Deed Reference: 1) /15055/ 557  
 BOWIE MD 20720 2)

**Location & Structure Information**

Premises Address: 11102 SARANAC STATION RD Zoning: RR Legal Description: LAKEVIEW-PLAT ONE>  
 BOWIE 20720

Map	Grid	Parcel	Subdivison	Section	Block	Lot	Group	Plat No:	Plat Ref:	
45	C4		5098		A	6	82			185058

Special Tax Areas: Town Ad Valorem Tax Class 08

Primary Structure Built: 2001 Enclosed Area: 3,084 SF Property Land Area: 16,238.00 SF County Use: 001

Stories: 2 Basement: YES Type: STANDARD UNIT Exterior: FRAME

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of 01/01/2000	Value As Of 07/01/2001	Value As Of 07/01/2002
Land:	51,220	51,220		
Improvements:	229,880	231,210		
<b>Total:</b>	<b>281,100</b>	<b>282,430</b>	<b>281,986</b>	<b>282,430</b>
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: NVR INC Date: 10/04/2001 Price: \$357,595  
 Type: IMPROVED ARMS-LENGTH Deed1: /15055/ 557 Deed2:  
 Seller: MID ATLANTIC BLDRS OF LAKEVIEW INC Date: 05/23/2001 Price: \$60,760  
 Type: MULT ACCTS ARMS-LENGTH Deed1: /14652/ 209 Deed2:  
 Seller: SIMPSON,CATHERINE B Date: 09/09/1998 Price: \$1,117,560  
 Type: MULT ACCTS ARMS-LENGTH Deed1: /12448/ 138 Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

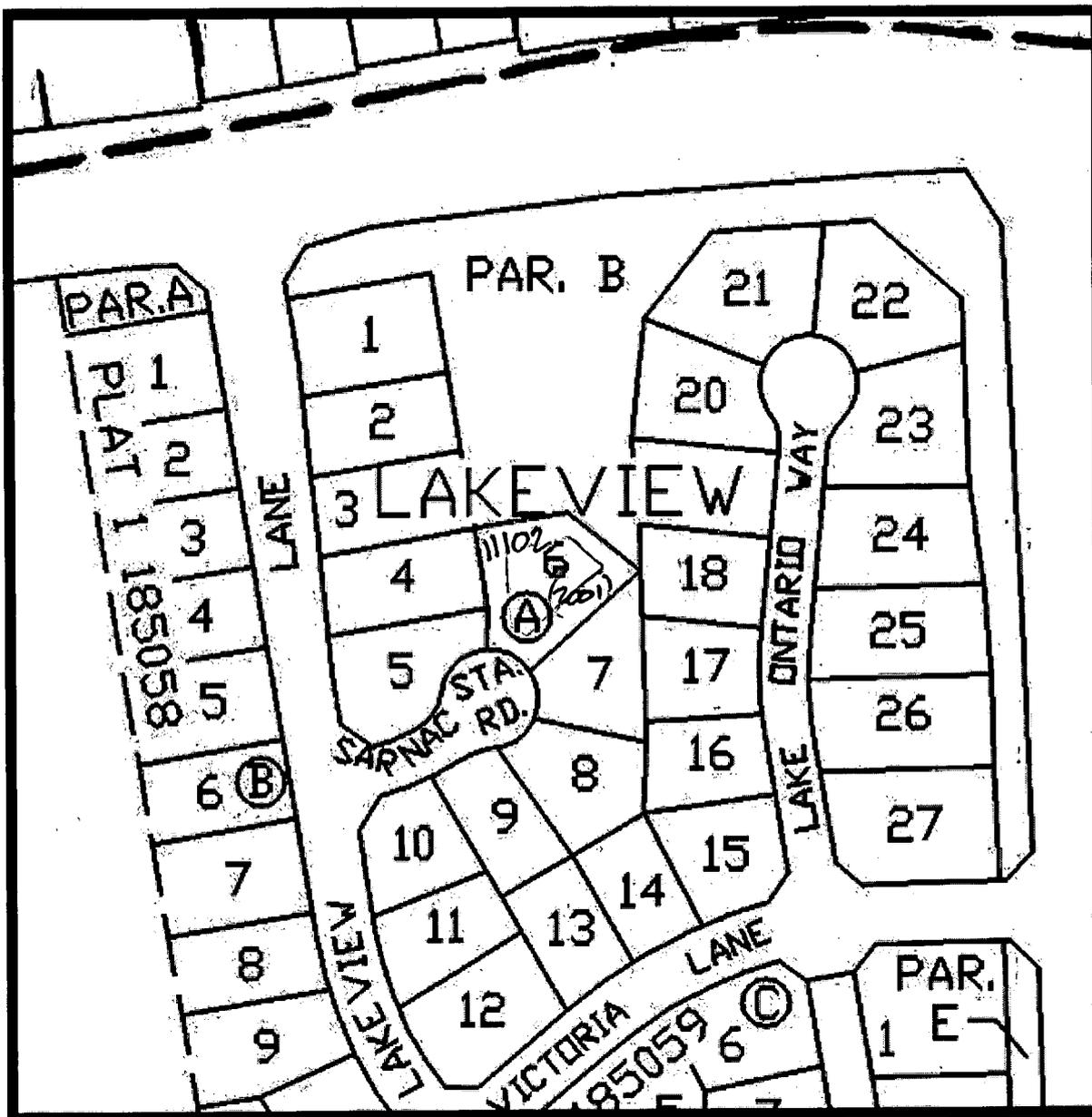
\* NONE \*



Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
Real Property Data Search

Go Back  
View Map  
New Search

District - 13 Account Number - 3224938



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For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

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### maps

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- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

**Location:**  
**11102 Saranac Station Rd**  
**Bowie, MD**  
**20720-4256, US**

STREET MAP AERIAL PHOTO

PRINT/AERIALPHOTO E-MAIL/AERIALPHOTO

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- [Baltimore News](#)
- [Baltimore Movies](#)
- [Baltimore Entertainment](#)

### Yellow Pages

Search **Bowie** for:

Auto repair

Search

CLICKING ON PHOTO WILL:  Zoom In  Re-center



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Map Legend

**From:** EARLE FREEDMAN  
**To:** John\_Schulz@TrafficWorld.com  
**Date:** 11/18/02 4:37PM  
**Subject:** I-495 Noise Barrier

Dear Mr. Schulz:

Thank you for your e-mail regarding the removal of a portion of the existing sound barrier that protects the Locust Hill Estates community along the inner loop of I-495 west of Cedar Lane in Montgomery County.

As part of our routine inspection program, where all structures are inspected in a regular cycle, it was determined that a portion of the existing noise wall was out of plumb (not perfectly vertical). In order to assure the safety of those in the vicinity of the wall the decision was made to dismantle it and re-erect the wall in a way to assure that future movement would not take place.

The remedial design plans are in the final stage of development, and a contractor to perform the work is already on board. Therefore, there will be no delay between the completion of the design and the commencing of the actual work in the field.

Since new materials need to be fabricated, the total completion of the remedial effort will not be until early spring.

We certainly regret the inconvenience that this project has caused you and your neighbors, but rest assured that the project was to assure the safety of the wall and that we are expediting the remedial efforts.

If you have any additional questions regarding this matter, please do not hesitate to contact me via e-mail or call me at 410-545-8060.

Earle S. Freedman  
Director  
Office of Bridge Development  
Maryland State Highway Administration  
707 N. Calvert Street, M.S. C-203  
Baltimore MD 21202  
410-545-8060  
[efreedman@sha.state.md.us](mailto:efreedman@sha.state.md.us)

**CC:** CHARLES ADAMS; CHARLIE WATKINS; JOSEPH MILLER



**Maryland Department of Transportation  
State Highway Administration**

343

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

June 19, 2002

Ms. Noreen Shanbacker  
President, Al Marah/Riverway Neighborhood Association  
12 Royal Dominion Court  
Bethesda MD 20817-4652

Dear Ms. Shanbacker:

This is a follow-up to our recent telephone conversation regarding a sound barrier for the Al Marah community, along the inner loop of I-495 between the Cabin John Parkway and River Road in Montgomery County. As you requested, enclosed is a copy of the *Maryland Department of Transportation State Highway Administration Sound Barrier Policy*, dated May 11, 1998.

Thank you for your telephone call and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8599, 1-800-446-5962 or, by e-mail at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us).

Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Noreen Shanbacker  
Page Two

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State  
Highway Administration  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2581

**Responding to letter dated:** Follow-up to 02-17-2002 telephone conversation between Ms.  
Shanbacker and Mr. James Hade to request a copy of the current *Sound Barrier Policy*.

Saved: 06/18/02 8:00 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SHANBACKER02.doc

Enclosure:

One copy of *Maryland Department of Transportation State Highway Administration Sound  
Barrier Policy*, dated May 11, 1998

Customer Info. View for 2001

Monday, June 17, 2002 03:45 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2581		05/30/2002	Letter/Phone	SHANBACKER	Ms. Noreen	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
12	Royal Dominion Court	MO	Bethesda	20817-4652	community repre	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
202-712-5979	301-365-5522	shanbacker2@aol.c	Al Marah

Logical Project Limits	ROADWAY	BarrierName
	I-495	

inner loop I-495 between Seven Lockr Rd and River Road (MD 190)

RESPONSE	INQUIRY	2nd Contact
	1 - status of noise level study 2- procedure to obtain sound barrier	
	Last Contact	Researcher
	06/17/2002	Jim

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		send copy of Sound Barrier Policy	

Do we owe a letter?	Letter Commit due date:	Letter signed date:	Reason Letter is Late
<input checked="" type="checkbox"/>	06/07/2002		n/a

LAST action | 6-17-02 Ms. Shanbacker called; spoke w/Jim Hade; to send copy of Sound Barrier Policy 5-30-02 - See note below.

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl Howard A. Denis  
 05-29-2002 Ms. Shanbacker faxed copy of her 4-15-02 letter to Jim Hade requesting status of sound barrier study and procedure to obtain barrier for community; Ms. Shanbacker or Ms. Ellen Wright were to have called Jim to set up meeting according to letter; Ted Severe spoke w/Jim 05-30-2002 and he stated that Ms. Wright and/or Ms. Shanbacker did not call back within the time frame indicated in the 4-15-02 letter (within one week of 4-15-2002 date of letter); Ms. Wright called OED/NAT 05-29-02; spoke w/Ted Severe; sound of voice seemed disturbed that 04-15-02 letter had not yet been answered; promised to fax a copy of the letter to Ted; the fax was rec'd approx. 10:00 pm 05-29-02 at OED; in conversation with Ms. Wright, Ted Severe indicated that NAT had been working with Mr. Donald E. English, Jr. as the representative of Bannock Bum and Al Marah communities; Ms. Wright was not aware of Mr. English or his connection to the community.

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



**Maryland Department of Transportation  
State Highway Administration**

346

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 6, 2002

Robert Shen, P.E.  
Office Chief  
Office of Transportation Engineering  
Frederick County Division of Public Works  
Department of Highways and Transportation  
118 North Market Street  
Frederick MD 21701-5422

Dear Mr. Shen:

This is a follow-up to your recent e-mail message requesting sound barrier information. I appreciate the opportunity to provide the following information.

Enclosed, for your use, are copies of the following:

- *Maryland Department of Transportation State Highway Administration Sound Barrier Policy*, dated May 11, 1998 (12 pages)
- Specification Section 455 – Noise Barriers (8 pages)
- Special Provisions Insert for Specification Section 455 – Noise Barriers (2 pages)
- Special Provisions Insert for Specification Section 455 – Noise Barriers – Materials (1 page)
- Special Provisions Insert for Specification Section 456 – Architectural Treatment – Exposed Aggregate (1 page)
- Special Provisions Insert for Specification Section 456 – Architectural Treatment – Brick (2 pages)
- One set of half-size drawings for Concrete Noise Barriers (49 pages, 12 inch by 18 inch)

My telephone number is \_\_\_\_\_

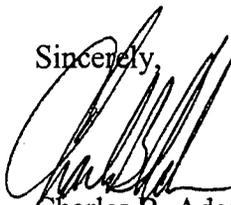
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Robert Shen, P.E.  
Page Two

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have any questions or concerns that affect local communities, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. If you have questions or concerns regarding technical aspects of sound barriers, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. Both Ms. Ross and Mr. Hade will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosures

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Robert Shen, P.E.  
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 08-29-2002 e-mail message from Mr. Shen to Mr. Charles Adams; Mr. Adams requested that a set of standard noise barrier plans and specifications be forwarded to Mr. Shen for his use

Saved: 09/05/02 12:45 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SHENR01.doc

Enclosures:

One copy of each of the following:

- *Maryland Department of Transportation State Highway Administration Sound Barrier Policy*, dated May 11, 1998 (12 pages)
- *Specification Section 455 – Noise Barriers* (8 pages)
- *Special Provisions Insert for Specification Section 455 – Noise Barriers* (2 pages)
- *Special Provisions Insert for Specification Section 455 – Noise Barriers – Materials* (1 page)
- *Special Provisions Insert for Specification Section 456 – Architectural Treatment – Exposed Aggregate* (1 page)
- *Special Provisions Insert for Specification Section 456 – Architectural Treatment – Brick* (2 pages)
- One set of half-size drawings for *Standard Ground Mounted Concrete Noise Barriers* (49 pages, 12 inch by 18 inch)

349

**From:** JIM HADE  
**To:** TED SEVERE  
**Date:** 8/29/02 3:59PM  
**Subject:** Fwd: Sound Barriers

Please prepare a letter to send this out with.  
Thanks  
Jim

James Hade, RLA  
Team Leader for Noise Abatement  
Ph 410-545-8599  
Fx 410-209-5003

135.00  
- 20.11  
-----  
P 104.89  
\$150 ±

350

**From:** CHARLES ADAMS  
**To:** JIM HADE  
**Date:** 8/29/02 3:32PM  
**Subject:** Fwd: Sound Barriers

Please get a set of the standard barrier plans and specs to send to him.

thanks

Charlie

351

**From:** "Shen, Robert" <RShen@fredco-md.net>  
**To:** "cadams@sha.state.md.us" <cadams@sha.state.md.us>  
**Date:** 8/29/02 1:17PM  
**Subject:** Sound Barriers

Charles,

First of all, thanks for your time in discussing the above subject with me on 8/8/02 and a follow up telephone conversation. County staff are now preparing a BoCC brief requesting Commissioners' direction as to if they want staff to prepare and begin processing amendments to various regulations to address noise issue. In this brief, we would like to include a couple of SHA's updates as follows (per our discussions):

1. SHA's available funding for Type II of the Sound Barrier Policy has been obligated through 2007.

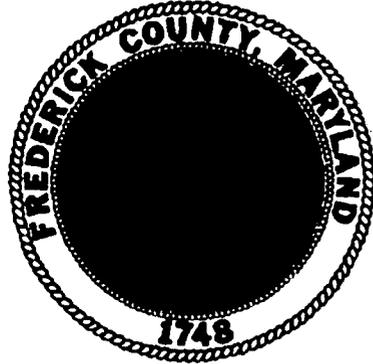
2. Based on SHA's evaluation on Tulip Hill Subdivision, this site should qualify for Type II program. But SHA's decision won't be finalized and the letter won't be sent out until end of 2002 due to waiting completion of revision to its current Noise Barrier Policy.

Please edit/modify these updates as necessary and add other pertinent info that you feel will be informative. Also we would like to get copies of SHA's noise barrier design guidelines, manual, standard details, and specs, etc., if they are available.

Again thanks for your help on these requests.

Robert.

357



**Frederick County, Maryland**  
**Division of Public Works**

Department of Highways and Transportation  
Office of Transportation Engineering  
118 North Market Street  
Frederick, Maryland 21701 - 5422

ph) (301) 696-2928  
fax) (301) 631-2355  
[rshen@fredco-md.net](mailto:rshen@fredco-md.net)

**Robert (Yau-Ming) Shen, P.E.**  
*Office Chief*

*-- Serving With Pride County Wide --*



**Maryland Department of Transportation**  
The Secretary's Office

353

**Parrie N. Glendening**  
Governor

**Kathleen Kennedy Townsend**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

August 21, 2002

Mr. and Mrs. Robert H. Sills  
14125 Smouses Mill Road, N.E.  
Cumberland MD 21502-6712

Dear Mr. and Mrs. Sills:

This letter is a follow-up to the letter from Delegate Kevin Kelly, member of the Maryland House of Delegates from the First District, written on your behalf and requesting that a noise level study be done near your home adjacent to the recently relocated US 220 in Allegany County. I appreciate the opportunity to respond to your concerns.

The environmental document, *Finding of No Significant Impact (FONSI) for Contract No. A 555-000-670 U.S. Route 220 from Interstate 68 East of Cumberland to the Pennsylvania State Line*, dated October 19, 1994, contains the latest noise level information for this highway project. As you requested, we have enclosed a copy of all the highway traffic noise related pages. We have also copied the two maps from the FONSI that show the roadway alignment and the various noise receptor sites along that alignment. For clarity, the noise receptor symbols have been highlighted in pink. There is no separate noise report available, however, all of the results from the noise analysis are contained within the FONSI document.

As you can see from *Table 6 - 2015 Predicted Noise Levels (Leq in dBA)*, no predicted noise level equaled or exceeded the noise abatement criteria in effect at that time of 67 decibels. Only Noise Sensitive Area (NSA) 1 had a predicted resultant noise level that exceeded the ambient level by more than 10 decibels. This area was further analyzed for noise abatement feasibility and it was determined that the cost of a sound barrier to protect the five affected residences near Dehaven Road would be approximately \$92,600 per residence. This value exceeded the \$40,000 cost per residence criterion in effect at that time; ~~and,~~ therefore, a sound barrier was not considered to be feasible. Also, given the distance of your home from the proposed highway, it is unlikely that neither projected noise levels would reach or exceed our impact threshold nor would they have increased by 10 decibels or more. Even if these criteria were reached, the potential effectiveness of a noise barrier would be very limited since your home is so far from the highway. Finally, the potential cost would be above our cost per residence limit as a result of the distance from the road and the small number of homes that could potentially benefit from a barrier. Based on these results, we do not feel additional studies would be warranted at this time.

As part of the overall project development process, re-evaluations of environmental impacts are also conducted at certain intervals during the design phase. These re-evaluations are to determine if any design changes that may have occurred since the FONSI was approved would result in substantial changes in impacts. A copy of the last re-evaluation (dated September 4, 1998) for the US 220 Relocated project is enclosed. It concluded that the findings of the FONSI remained valid and no supplemental analysis would be required. Concurrence from the Federal Highway Administration was received on October 28, 1998, as shown on the last page of the document.

My telephone number is 410-865-1000  
Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342  
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Mr. Robert H. Sills  
Page Two

Thank you for your letter. If you have additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640, 1-800-446-5962 or, by e-mail, at [cadams@sha.state.md.us](mailto:cadams@sha.state.md.us). He will be happy to assist you.

Sincerely,  
  
John D. Porcari  
Secretary

Enclosures

- cc: The Honorable Lee N. Fiedler, Mayor, City of Cumberland
- The Honorable John J. Hafer, Senate of Maryland
- The Honorable Kevin Kelly, Maryland House of Delegates
- The Honorable Dale R. Lewis, President, Cumberland County Board of County Commissioners
- Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- Mr. Fred Crozier, District Engineer, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Robert H. Sills  
Page Three

bcc: James Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: 02Jul52; WCS 9972

OED Serial#: None

Noise Customer #: 2609

**Responding to letter dated:** Follow-up to 07-30-2002 letter from Del. Kevin Kelly, on behalf of Mr. Sills, requesting that a noise level study be conducted near Mr. Sills' home on Smouses Mill Road and the newly relocated US 220 north of Cumberland, Maryland to the Maryland/Pennsylvania state line; Mr. Sills wrote to Del. Kelly on 07-23-2002 requesting that SHA provide a copy of the noise level study done in conjunction with the project to relocate US 220 and to also have a noise level study "be done now" (a copy Mr. Sills' letter was enclosed by the delegate)

Saved: 08/01/02 10:19 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SILLSRH02.doc

Enclosures:

From *FONSI for Contract No. A 555-000-670 for U.S. Route 220 from Interstate 68 East of Cumberland to the Pennsylvania State Line*, pages III-38 thru III-42 (inclusive) – 5 pages

From the *FONSI, Figure 10 – Alternate 8 / 2 Revised* (on 3 overlapping 11 X 17 sheets) with noise/air receptor sites highlighted in pink

From the *FONSI, Figure 11 – Alternate 8 / 2 Revised* (on 2 overlapping 11 x 17 sheets with noise/air receptor sites highlighted in pink

One copy of 09-04-1998 Final Review Reevaluation (8 pages)

356

**Correspondence Details****Case ID: 9972 Kelly, Kevin**

Case ID: 9972  
Constituent: Kelly, Kevin  
Address: 320 Lowe House Office Bldg.  
Annapolis, MD 21401-1991  
Document Date: 07/30/2002  
Bar Code: 00008208  
Corr. Type: In  
Confidential: No  
Subject: SHA-General  
Stand on issue: Neither  
How corr. was received: US Postal Mail  
Tone of letter: Neither  
Current Owner: Helene, Irene  
Date Assigned: 08/01/2002  
Deadline Date: 08/08/2002  
Date Closed:  
Respond On Behalf Of: Prepare Response For Secretary's Signature  
External Code:  
Comments: Requested "Noise Level Study" for New U.S. Route 200 Bypass  
Constituents: Mr. & Mrs. Robert H.

*Printed at 8/5/02*

357

MARYLAND STATE HIGHWAY ADMINISTRATION  
THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009)

REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE

(Attn: Donna Austin)

CONTROL # 02Jul52

LOG DATE: 07/31/2002

SENDER: SILLS, MR. & MRS. ROBERT H.

SUBJECT: NOISE LEVEL STUDY FOR U.S. ROUTE 220 BYPASS TO FRUITION

- PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY'S SIGNATURE
- PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE
- REPLY DIRECTLY, CC: ADMINISTRATOR
- PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVERNOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE

THE ADMINISTRATOR'S OFFICE

DRAFTED BY: \_\_\_\_\_

SIGNIFICANT REVISIONS BY: \_\_\_\_\_

TYPED: \_\_\_\_\_

PROOFED: \_\_\_\_\_

DATE IN: \_\_\_\_\_

APPROVED: \_\_\_\_\_

FOLLOW UP BY: \_\_\_\_\_

DUE DATE: \_\_\_\_\_

ASSIGNED TO: ADAMS

TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 08/05/2002

RESPONSE PREPARED BY: \_\_\_\_\_  
(Name / Telephone / Date)

TYPED BY: T.E. SEVERE

PROOFREAD BY: J. HADE/N. ROSS/

SENIOR MANAGER'S APPROVAL: \_\_\_\_\_

WAS THERE PERSONAL CONTACT WITH THE SENDER? [ ] YES [ ] NO

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

358

KEVIN KELLY  
First Legislative District  
Allegany County  
  
Judiciary Committee



Annapolis Office  
350 Lowe House Office Building  
Annapolis, Maryland 21401-3097  
301-858-3404 • 410-847-3404  
Toll Free 1-800-492-7122 Fax 3404

District Office  
201 Washington Street  
Cumberland, Maryland 21502-2876  
301-777-9000

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401-1991

July 30, 2002

The Honorable John D. Porcari  
Office of the Secretary  
MD Department of Transportation  
BWI Airport  
P.O. Box 8755  
Baltimore, MD 21240-0755

Parker F. Williams, Administrator  
State Highway Administration  
MD Department of Transportation  
707 N. Calvert Street, Room C400  
Baltimore, MD 21202

Re: **Subject:** Requested "Noise Level Study"  
**Roadway:** New U.S. Route 200 Bypass  
**Constituents:** Mr. & Mrs. Robert H. Sills

Dear Secretary Porcari & Administrator Williams:

Initially, permit me to once again extend, on behalf of my constituency, my deepest appreciation for your efforts to bring the U.S. Route 220 Bypass to fruition. The roadway is indeed spectacular and a tremendous safety improvement. Additionally, I have enclosed herewith a copy of a July 23, 2002 letter forwarded to this office by the above referenced constituents, Robert & Genie Sills. In their correspondence, Mr. & Mrs. Sills submit a very reasonable request for a "Noise Level Study" along the above referenced roadway. Subsequent to examination of the enclosure, I would be most appreciative if you would contact Mr. and/or Mrs. Sills to discuss their presented concerns and to schedule the requested Noise Level Study. Communications may be directed to Mr. and/or Mrs. Sills c/o their residence address of 14125 Smouses Mill Road, N.E., Cumberland, Maryland 21502; telephone 301-722-4269.

Thanking you for your time and attention to this matter, I remain

359

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Kelly", with a long, sweeping horizontal stroke extending to the right.

Kevin Kelly

KK/jao

Enclosure

cc: Mr. & Mrs. Robert H. Sills

360

14125 Smouse's Mill Rd. NE  
Cumberland, MD 21502  
July 23, 2002

Delegate Kevin Kelly  
District Office  
201 Washington Street  
Cumberland, MD 21502

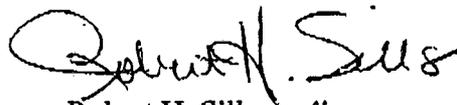
Delegate Kelly:

This letter, written as you requested during our conversation Monday, 7/17/02 in the parking lot of your Cumberland office, is a formal request for a copy of the "noise level study" done prior to construction of the new Route 220 segment from I 68 to the Pennsylvania state line and for a "noise level study" to be done now.

My first effort in this matter was to contact Mr. Ted Severe, which resulted in a letter from Charles B. Adams, Director of the Office of Environmental Design. Mr. Adams' letter did not address my request. Follow-up telephone conversations with Ms. Nicole Ross, as Mr. Adams advised, have been non-productive. Ms. Ross has not responded as she promised.

Hopefully, you will be able to have a copy of the noise level study done prior to construction of the new Route 220 North highway segment sent to me and arrange to have a noise level study done now. I appreciate your help with this matter and anticipate hearing from you soon.

Respectfully,

  
Robert H. Sills  
*gills*

Customer Info. View for 2001

Thursday, August 01, 2002 10:41 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2609		06/25/202	Phone	SILLS	Mr. Robert H.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
14125	Smouses Mill Road, NE	AL	Cumberland	21502-6712	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-722-4269		Smouses Mill Road

Logical Project Limits

ROADWAY:	US 220	BarrierName
from I-68 to MD/PA State line (US 220 recently relocated to present alignment)		

RESPONSE

INQUIRY	2nd Contact
highway is noisy from truck traffic; can noise be reduced?	
Last Contact	Researcher:
06/24/2002	Ted
Primary SHA Contact	Construction Projects

FILE LOCATIO

OTHER	Current committmen
	Ted

Do we owe a letter?

Letter Commit due date:	07/05/2002
Letter signed date	
Reason Letter is Late	n/a

LAST action

7/15/02: Spoke to Nicole; would like to know what else can be done since he's ineligible for a barrier? Would like a copy of the study & name of company that performed study.

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 1B Sen. John J. Hafer, Del. Kevin Kelly; Mayor/Cumberland Lee N Fiedler, Mr. Dale R. Lewis, Pres. of Cumberland Co Bd of County Commissioners  
 6-24-02 Mr. Sills called; spoke w/Ted Severe; US 220 recently relocated traffic noises are loud; what can be done to reduce noise?

Comment Journal, and letter hyperlinks

\\shadgntvol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir

1-888-375-1975 outside MD

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362

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--	---

Account Identifier: District - 34 Account Number - 006563

**Owner Information**

<b>Owner Name:</b>	SILLS, ROBERT H ET UX	<b>Use:</b>	RESIDENTIAL
		<b>Principal Residence:</b>	YES
<b>Mailing Address:</b>	14125 SMOUSES MILL RD N E CUMBERLAND MD 21502	<b>Deed Reference:</b>	1) / 453/ 133 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
14125 SMOUSES MILL ROAD CUMBERLAND 21502		3.56A 14125 SMOUSES MILL RD

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
5	9	328					80	

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	BEDFORD ROAD FIRE
--------------------------	----------------------------------	-------------------

<b>Primary Structure Built</b>	<b>Enclosed Area</b>	<b>Property Land Area</b>	<b>County Use</b>
1940	1,326 SF	3.56 AC	

<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>
1 1/2	YES	STANDARD UNIT	BRICK

**Value Information**

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
		01/01/2001	07/01/2002	07/01/2003
<b>Land:</b>	20,840	20,840		
<b>Improvements:</b>	64,030	63,940		
<b>Total:</b>	84,870	84,780	84,780	84,780
<b>Preferential Land:</b>	0	0	0	0

**Transfer Information**

<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

<b>Partial Exempt Assessments</b>	<b>Class</b>	07/01/2002	07/01/2003
<b>County</b>	000	0	0
<b>State</b>	000	0	0
<b>Municipal</b>	000	0	0

<b>Tax Exempt:</b> NO	<b>Special Tax Recapture:</b>
<b>Exempt Class:</b>	* NONE *

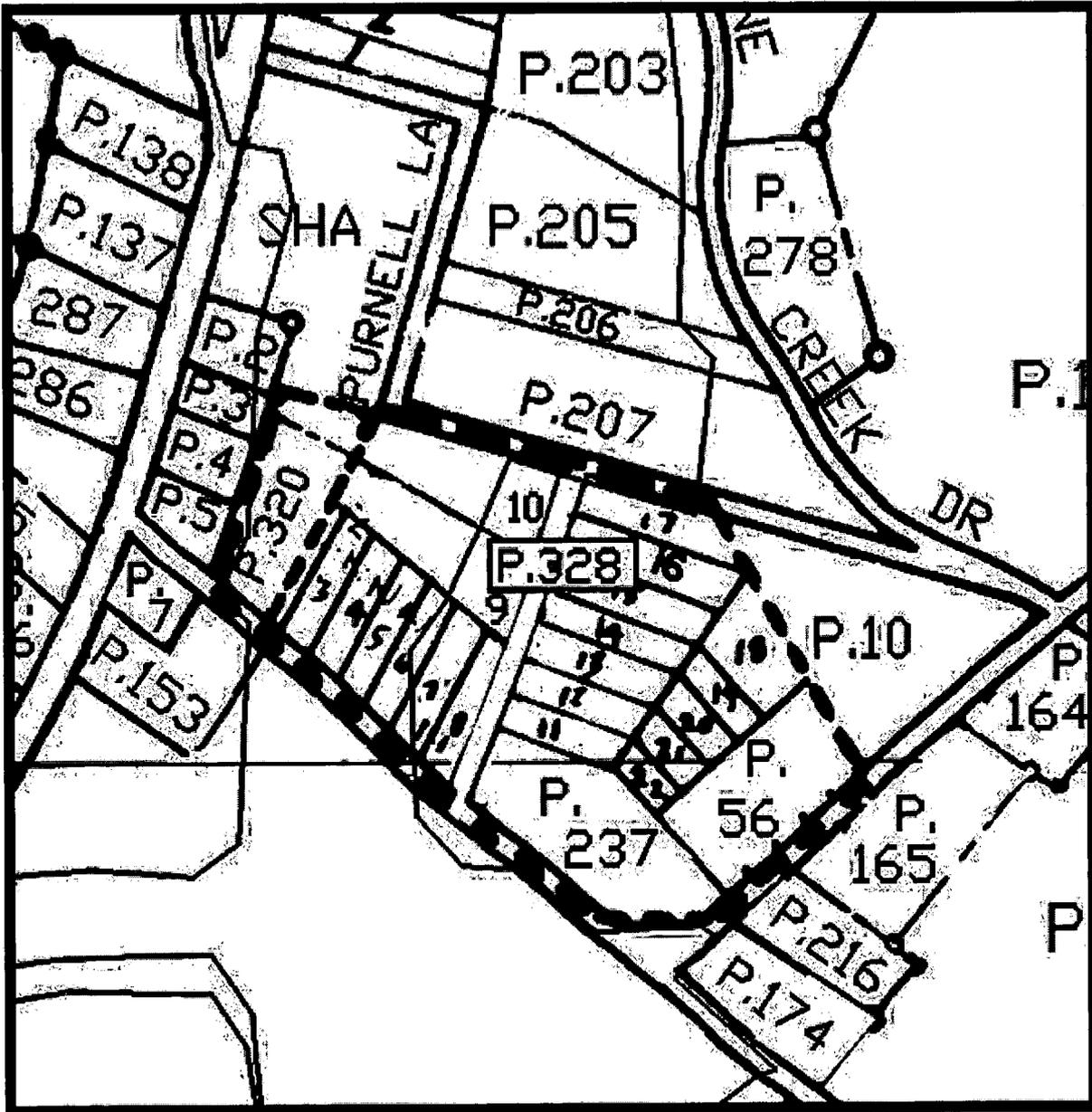
363



Maryland Department of Assessments and Taxation  
ALLEGANY COUNTY  
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District - 34 Account Number - 006563



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

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MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

### maps

**14125 Smouses Mill Rd Ne**  
**Cumberland, MD**  
**21502-6712, US**

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

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Map Legend

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MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

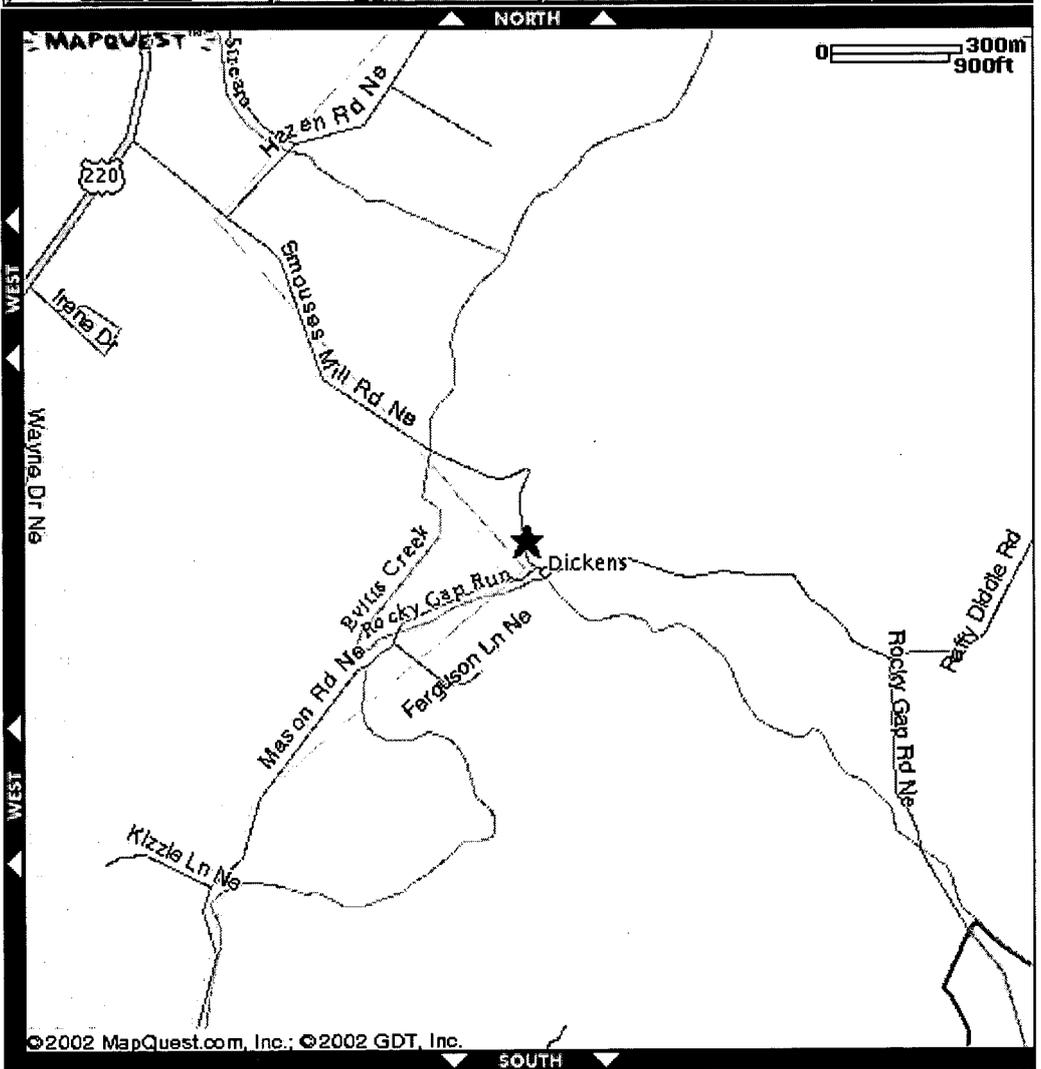
maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

14125 Smouses Mill Rd Ne  
Cumberland, MD  
21502-6712, US

Map a New Location Get Directions To This Location

PRINT MAP SAVE MAP DOWNLOAD MAP TO PDA E-MAIL



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Yellow Pages

Search Cumberland for:

Auto repair

Search

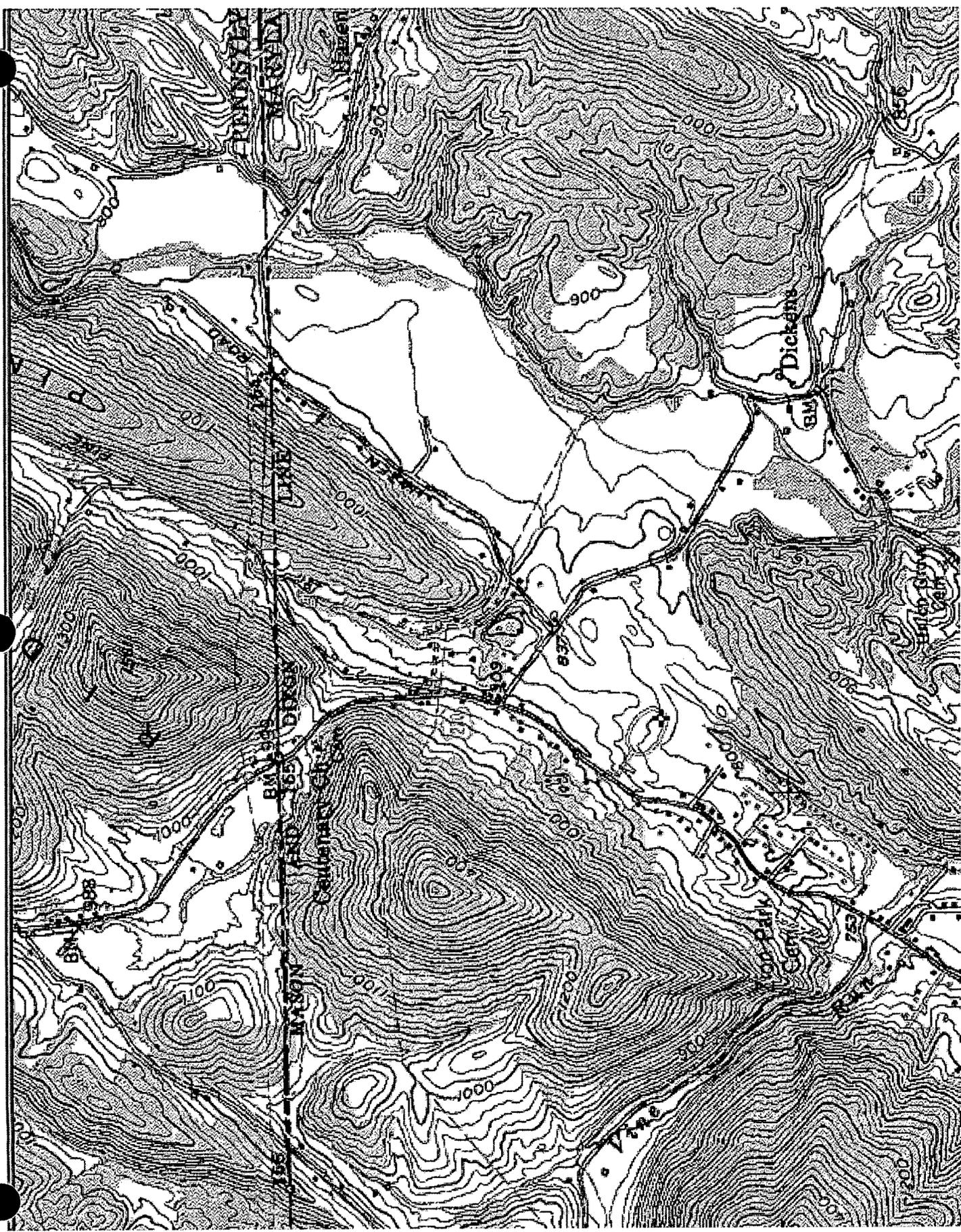
CLICKING ON MAP WILL:  Zoom In  Re-center  Move Location

ADDITIONAL MAP FEATURES: [Customize Map](#) [Add A Location](#)

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Map Legend

366



SILS topo MAP. 4



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

July 3, 2002

Mr. Robert H. Sills  
14125 Smouses Mill Road, N.E.  
Cumberland MD 21502-6712

Dear Mr. Sills:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding high levels of traffic noise from US 220 near your home on Smouses Mill Road in Allegany County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of not improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes of about three decibels.

In 2000, US 220 was relocated to its present alignment. As part of the environmental analysis, the area was studied and the 1994 Finding of No Significant Impact (FONSI) environmental document for US 220 reported that the only area along relocated US 220 that would be impacted by highway traffic noise was near Dehaven Road. However, the cost-per-residence of a sound barrier to protect the five existing residences would be about \$92,000 per residence. This cost exceeded the Sound Barrier Policy's cost-per-residence limit of \$40,000 in effect at that time. Based on this information, a sound barrier along Dehaven Road was not considered reasonable. Predicted noise levels all along the proposed roadway alignment did not equal or exceed the 67 decibel impact threshold also in effect at that time. Therefore, no noise abatement was warranted along relocated US 220 beyond Dehaven Road.

When a highway already exists and is not being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and also are fully controlled-access where access to the highway is by interchange rather than at-grade intersections. Since US 220 is not a fully controlled-access highway, Type II sound barriers cannot be considered. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

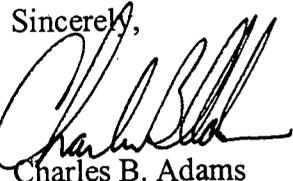
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Robert H. Sills  
Page Two

Thank you for your telephone call and interest in the State's Sound Barrier program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: Mr. Fred Crozier, District Engineer, State Highway Administration
- The Honorable Lee N. Fiedler, Mayor, City of Cumberland
- The Honorable John J. Hafer, Member, Senate of Maryland
- The Honorable Kevin Kelly, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Noise Abatement Team, Office of Environmental Design, State Highway Administration

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Mr. Robert H. Sills  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2609

**Responding to letter dated:** Follow-up to 06-24-02 telephone conversation between Mr. Sills and Mr. Ted Severe regarding high levels of traffic noise from relocated US 220 near Mr. Sills' home on Smouses Mill Rd in Allegany County

Saved: 06/28/02 9:34 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SILLSRH01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

NOISE INQUIRY CHECKLIST

DATE 6.24.02 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # 2609 RECEIVED BY T.E. SEVERE

NAME MR. ROBERT H. SILLS

ADDRESS 14125 SMOUSES MILL ROAD, NE  
CUMBERLAND MD 21502-6712  
(include zip code)

DAY TELEPHONE (H) 301-722-4269 (WORK / HOME)

OTHER TELEPHONE \_\_\_\_\_

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. US 220

COMMUNITY / AREA NAME SMOUSES MILL ROAD (ALLEGANY CO)

LOCATION ALONG HIGHWAY ADJACENT TO US 220 (RTE) NEAR MD/PA LINE

SUMMARY OF INQUIRY US 220 NOISE FROM TRUCK TRAFFIC; CAN NOISE BE REDUCED

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_ BY \_\_\_\_\_

\*\*\* REFERENCE FILES \*\*\*

Customer Info. View for 2001

Tuesday, June 25, 2002 01:29 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2609		06/25/202	Phone	SILLS	Mr. Robert H.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
14125	Smouses Mill Road, NE	AL	Cumberland	21502-6712	private	

Find Next



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-722-4269		Smouses Mill Road

Logical Project Limits

ROADWAY: US 220	BarrierName
-----------------	-------------

from I-68 to MD/PA State line (US 220 recently relocated to present alignment

RESPONSE 1	INQUIRY	2nd Contact
	highway is noisy from truck traffic; can noise be reduced?	
	Last Contact	Researcher:
	06/24/2002	Primary SHA Contact
		Ted

Construction Projects

FILE LOCATIO	OTHER	Current committmen

Hot Projects



Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 07/05/2002
Letter signed date	Reason Letter is Late: n/a

ALL Projects



LAST action

6-24-02 Mr. Sills called; spoke w/Ted Severe; US 220 recently relocated traffic noises are loud; what can be done to reduce noise?

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 1B Sen. John J. Hafer; Del. Kevin Kelly; Mayor/Cumberland Lee N Fiedler

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**

377

## ZIP+4 Code Lookup

[Look up another ZIP+4 Code](#) | [Questions and Comments](#)

---

The standardized address is:

**14125 SMOUSES MILL RD NE  
CUMBERLAND MD 21502-6712**

*Carrier Route* : R002 *County* : ALLEGANY

*Delivery Point* : 25 *Check Digit* : 7

---

For other business lookup services: [YellowPages.com](http://YellowPages.com)

A new version of Find ZIP Codes is coming soon.  
This version will be supported until June 28, 2002.

*Version 5.0 Database 06/2002*  
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*Developed by the USPS National Customer Support Center*

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Maryland Department of Assessments and Taxation  
**ALLEGANY COUNTY**  
 Real Property Data Search

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Account Identifier: District - 34 Account Number - 006563

**Owner Information**

Owner Name: SILLS, ROBERT H ET UX Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 14125 SMOUSES MILL RD N E Deed Reference: 1) / 453/ 133  
 CUMBERLAND MD 21502 - 6712 2)

**Location & Structure Information**

Premises Address: 14125 SMOUSES MILL ROAD Zoning: Legal Description: 3.56A  
 CUMBERLAND 21502 14125 SMOUSES MILL RD

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
5	9	328					80	
Special Tax Areas			Town Ad Valorem Tax Class	BEDFORD ROAD FIRE				
Primary Structure Built		Enclosed Area	Property Land Area		County Use			
1940		1,326 SF	3.56 AC					
Stories	Basement	Type		Exterior				
1 1/2	YES	STANDARD UNIT		BRICK				

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of	As Of	As Of
Land:	20,840	01/01/2001	07/01/2001	07/01/2002
Improvements:	64,030	20,840		
Total:	84,870	63,940	84,780	84,780
Preferential Land:	0	0	0	0

**Transfer Information**

Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Special Tax Recapture: \* NONE \*  
 Exempt Class: ED'S - DIST. 1B - Sen. John J. Hager  
 Del. Kevin Kelly Magn-CUMBERLAND -  
 Lee N. Fiedler

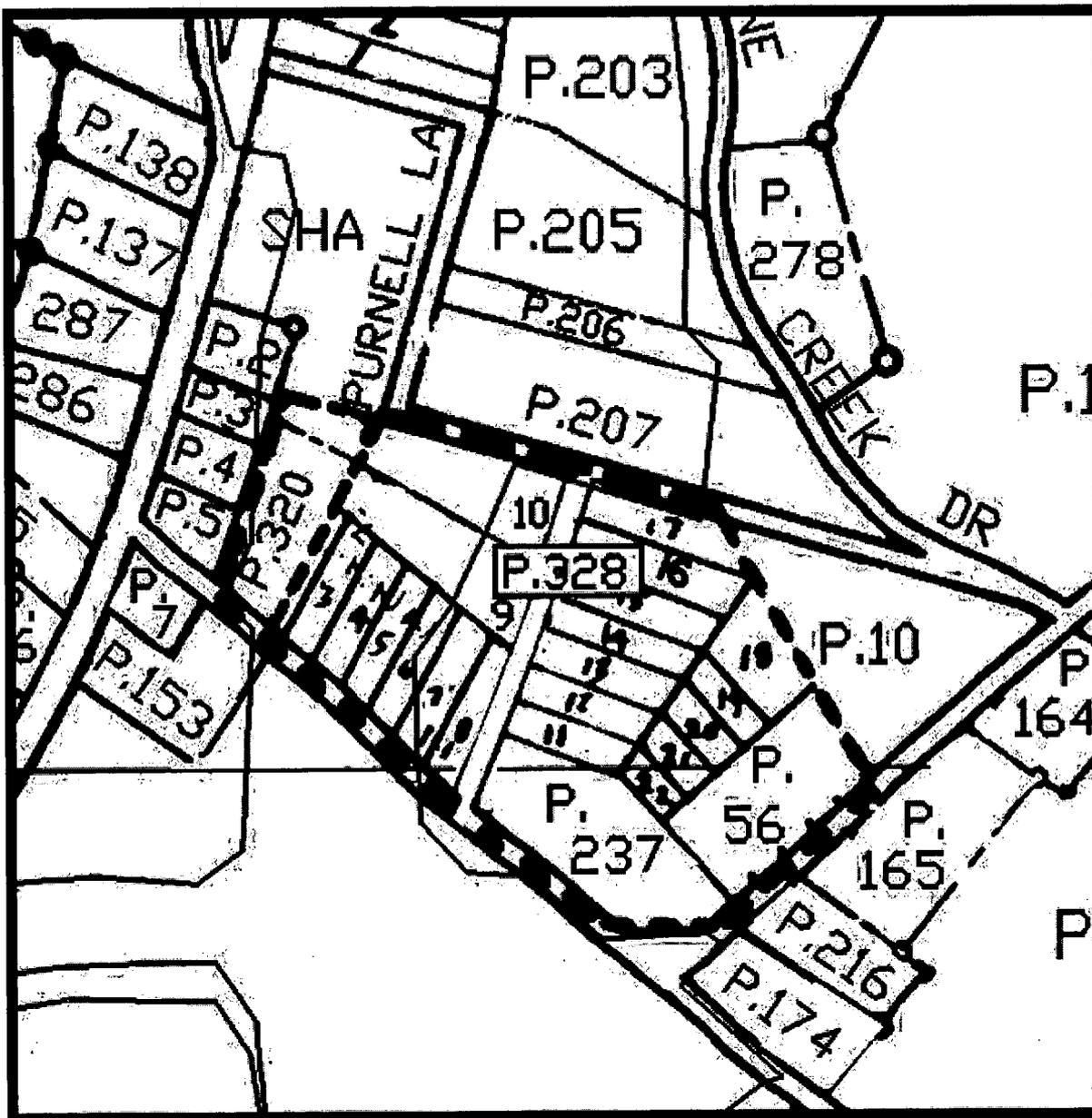
374



Maryland Department of Assessments and Taxation  
ALLEGANY COUNTY  
Real Property Data Search

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District - 34 Account Number - 006563



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For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

*Ambicut*

County: **Allegany**                      **US 220**

375

Requested MP    **18.86 - 30**

Direction: **NORTH**

### CONSTRUCTION HISTORY

---

Beginning Mile Point:    **18.37**                      Ending Mile Point:    **23.58**                      Year Built:    **0**

Soil Class:                                      Drainage:    **Unknown**                                      Shoulder:    **Unknown**

Layer	Description	Thickness	Material	Contract #	Year
0	UNKNOWN	0	UNKNOWN		0

Notes:    **MP 18.37-18.86: CUMBERLAND MAINTAINED**

Notes2:    **MP 18.86-23.58: CROSS REFERENCED W/ I-68**

County: **Allegany** US 220

376

Requested MP 18.86 - 30

Direction: **NORTH**

## CONSTRUCTION HISTORY

Beginning Mile Point: **23.58** Ending Mile Point: **27.35** Year Built: **2000**

Soil Class: **A-4-7** Drainage: **Underdrain** Shoulder: **Bituminous**

### Layer Description For: Lanes 1

Layer	Description	Thickness	Material	Contract #	Year
4	ORIG. SURF	1.5	SPAVE - 12.5 mm	AL5555170	2000
3	BASE	2.5	SPAVE - 19 mm	0	0
2	BASE	3	SPAVE - 25 mm	0	0
1	SUB-BASE	17	CRUSHED STONE\GR. AGG.	0	0

Notes:

Notes2:

County: **Allegany**

**US 220**

377

Requested MP **18.86 - 30**

Direction: **SOUTH**

### CONSTRUCTION HISTORY

---

Beginning Mile Point: **18.37**      Ending Mile Point: **23.58**      Year Built: **0**

Soil Class:      Drainage: **Unknown**      Shoulder: **Unknown**

Layer	Description	Thickness	Material	Contract #	Year
0	UNKNOWN	0	UNKNOWN		0

Notes: **MP 18.37-18.86: CUMBERLAND MAINTAINED**

Notes2: **MP 18.86-23.58: CROSS REFERENCED W/ I-68**

County: **Allegany** US 220

398

Requested MP 18.86 - 30

Direction: **SOUTH**

### CONSTRUCTION HISTORY

---

Beginning Mile Point: **23.58** Ending Mile Point: **27.35** Year Built: **2000**

Soil Class: **A-4-7** Drainage: **Underdrain** Shoulder: **Bituminous**

#### Layer Description For: Lanes 1

Layer	Description	Thickness	Material	Contract #	Year
4	ORIG. SURF	1.5	SPAVE - 12.5 mm	AL5555170	2000
3	BASE	2.5	SPAVE - 19 mm	0	0
2	BASE	3	SPAVE - 25 mm	0	0
1	SUB-BASE	17	CRUSHED STONE\GR. AGG.	0	0

Notes:

Notes2:



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

May 20, 2002

Mr. and Mrs. John M. Skinner  
skinner.4@comcast.net  
9237 West Stayman Drive  
Ellicott City MD 21042-1835

Dear Mr. and Mrs. Skinner:

Thank you for your recent e-mail message regarding the status of the sound barrier for The Orchards, Skyview and Brinkleigh communities along westbound I-70 between US 29 and St. Johns Lane in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) has evaluated The Orchards, Skyview and Brinkleigh communities and determined that they meet all of the technical criteria for a sound barrier. Howard County has agreed to pursue funding for their 20 percent of the sound barrier's construction cost. Design activities for this sound barrier project have begun and construction is scheduled to begin in the Fall of 2003. SHA will host a community informational meeting once design details are available. SHA will also be working with Howard County to coordinate the schedule.

Thank you again for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
- The Honorable Allan Kittleman, Member, Howard County Council
- The Honorable Robert H. Kittleman, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

380

Mr. and Mrs. John M. Skinner  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2588

**Responding to letter dated:** Follow-up to 05-14-2002 e-mail message from Mr. and Mrs. Skinner to "barrier" requesting "when are we going to get our long overdue sound barrier on the north side of I-70, between Rt. 29 and St. John's Lane?..."

Saved: 05/15/02 8:55 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SKINNERJM01.doc

381

**From:** <skinner.4@comcast.net>  
**To:** <barrier@sha.state.md.us>  
**Date:** 5/14/02 8:38PM  
**Subject:** Status of sound barrier at I-70 and Rt. 29

Dear Maryland SHA,

When are we going to get our long overdue sound barrier on the north side of I-70, between Rt. 29 and St. John's Lane? We understood this project was budgeted for CY-02, but we have not heard an update nor have we seen any progress. The south side of I-70 got their barrier 2-3 years ago. As a community that probably predated the construction of I-70 don't you think The Orchards is WAY overdue??????????

thank you,

Matt Skinner

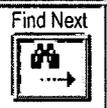
**CC:** Matt & Brenda Skinner <skinner.4@comcast.net>

Customer Info. View for 2001

Wednesday, May 15, 2002 08:11 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2588		05/15/2002	E-mail	SKINNER	Mr. & Mrs. John M.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
9237	West Stayman Drive	HO	Ellicott City	21042-1835	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-203-2364	skinner.4@comcast.	(The) Orchards/Skyview/Brinkleigh

Logical Project Limits	ROADWAY: I-70	BarrierName
------------------------	---------------	-------------

Westbound I-70 from US 29 to St. Johns Lane

RESPONSE	INQUIRY	2nd Contact
	When is barrier for community going to be built?	
	Last Contact	Researcher
	05/15/2002	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	Reason Letter is Late
		n/a

LAST action

5-15-02 Mr. & Mrs. Skinner e-mailed SHA to inquire when The Orchards is going to get its "long overdue sound barrier on the north side of I-70?"



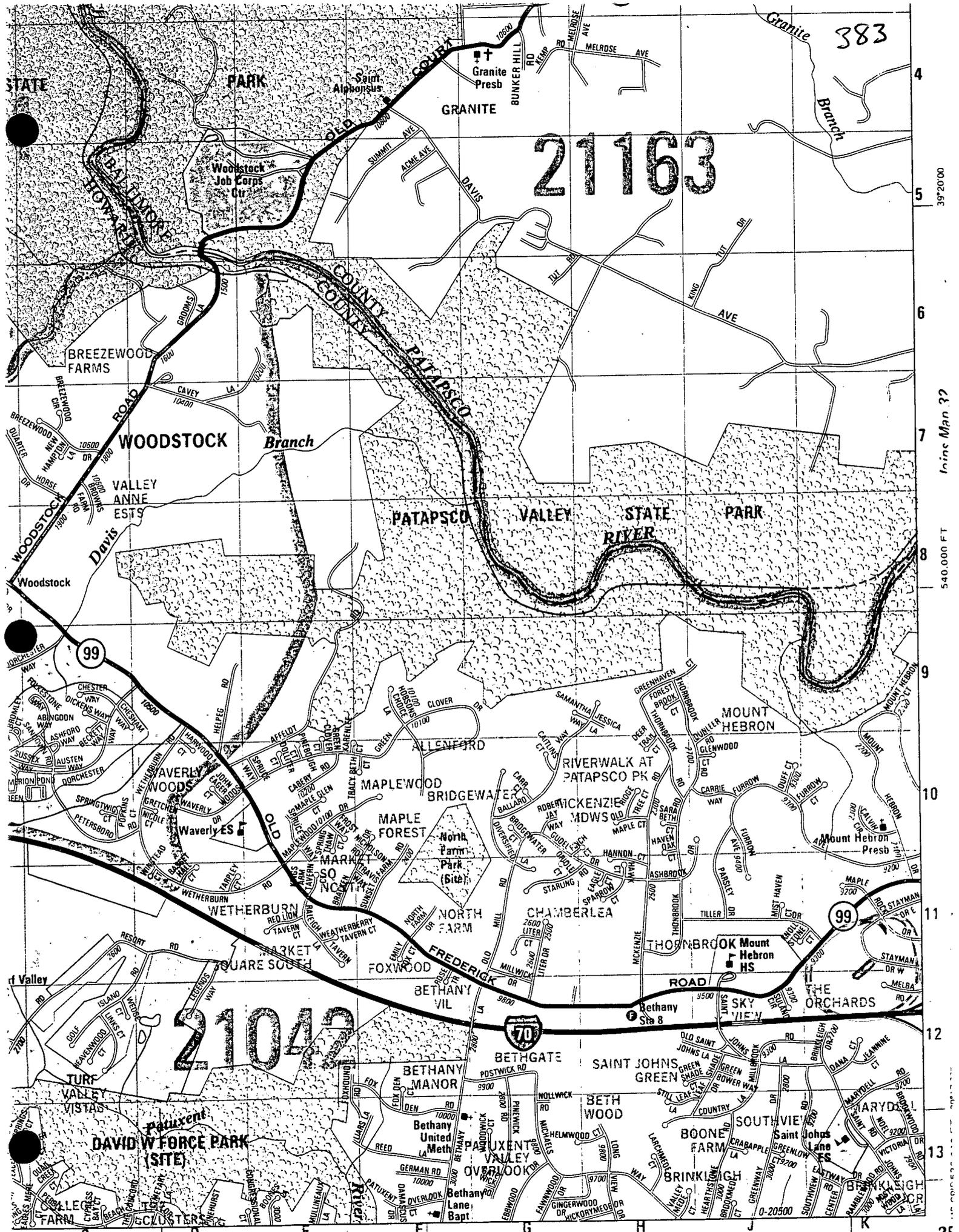
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05-2002 EO's District 14B Sen. Robert H. Kittleman, Dels. Robert L. Flanagan; Gail H. Bates; HO Cncl Allan Kittleman

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



21163

21042

383

39°20'00'

Inrs Man 37'

540,000 FT

MD GRID 840,000 FT

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36

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Maryland Department of Assessments and Taxation  
 HOWARD COUNTY  
 Real Property Data Search

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Account Identifier: District - 02 Account Number - 227134

**Owner Information**

**Owner Name:** SKINNER JOHN M  
 SKINNER BRENDA  
**Use:** RESIDENTIAL  
**Principal Residence:** YES  
**Mailing Address:** 9237 W STAYMAN DR  
 ELLICOTT CITY MD 21042-1835  
**Deed Reference:** 1) / 4450/ 147  
 2)  
 (410) 203-2364 em: skinner.4@comcast.net

**Location & Structure Information**

**Premises Address:** 9237 W STAYMAN DRIVE  
 ELLICOTT CITY 21042  
**Zoning:** R20  
**Legal Description:** LOT 9 BL B S 1  
 9237 W STAYMAN DR  
 WILTON ACRES ADD.

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
17	10	453				9	80	

**Special Tax Areas:** Town Ad Valorem Tax Class A/V, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1963	1,476 SF	23,958.00 SF	

Stories	Basement	Type	Exterior
1	YES	STANDARD UNIT	BRICK

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2001	Value As Of 07/01/2001	Value As Of 07/01/2002
Land:	77,500	91,660		
Improvements:	112,210	101,200		
<b>Total:</b>	<b>189,710</b>	<b>192,860</b>	<b>190,760</b>	<b>191,810</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> MACKAY DONALD JR & WF	<b>Date:</b> 10/01/1998	<b>Price:</b> \$180,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> / 4450/ 147	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

\* NONE \*

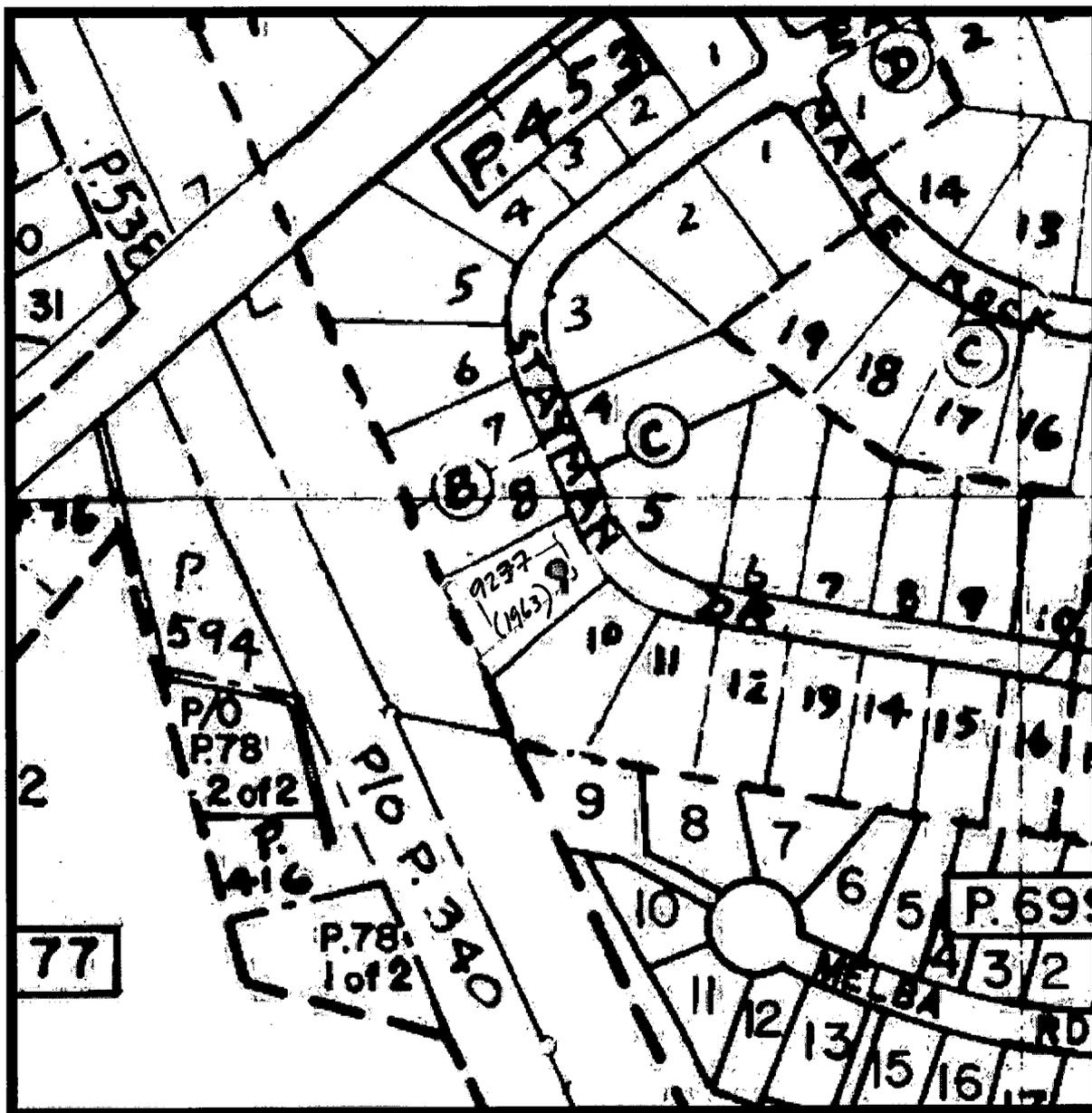
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Maryland Department of Assessments and Taxation  
HOWARD COUNTY  
Real Property Data Search

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District - 02 Account Number - 227134



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Listings 1-2 of 2

**Skinner, B D and J M**  
 9237 W Stayman Dr  
 Ellicott City, MD 21042  
 410-203-2364

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[More Info On B D and J M Skinner](#)

**Skinner, J M and B D**  
 9237 W Stayman Dr  
 Ellicott City, MD 21042  
 410-203-2364

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Listings 1-2 of 2

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Backg

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Fin

Crimi

Milita

Drivir

Deta

Moth

Fathe

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Rec

Ex-Bc

Ex-Gi

Drivir

Rec

Socia

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Sister

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Rec

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**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

July 5, 2002

Mr. Jesse Small  
12595 Welsh Lane  
Waldorf MD 20601-8512

Dear Mr. Small:

This letter is a follow-up to your recent telephone conversation with Ms. Nicole Ross, of our staff, regarding a sound barrier near your home on Welsh Lane adjacent to Mattawoman Beantown Road (MD 205) in Charles County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. Mattawoman Beantown Road (MD 205) has recently been widened and dualized. It was evaluated for Type I noise abatement and, although some noise impacts were found near your home on Welsh Lane, the cost-per-residence criterion exceeded the \$40,000 cost-per-residence maximum in effect at that time. Therefore, a sound barrier was deemed not reasonable because the cost-per-residence criterion was exceeded.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and where the highway is fully-controlled access where access to the highway is by interchange rather than at-grade intersections. Since Mattawoman Beantown Road (MD 205) is not a fully controlled-access highway, it cannot be considered for Type II noise abatement. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Jesse Small  
Page Two

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable Thomas E. Hutchins, Member, Maryland House of Delegates
- The Honorable Murray D. Levy, President, Charles County Board of County Commissioners
- The Honorable Samuel C. Linton, Member, Maryland House of Delegates
- The Honorable Thomas McLain Middleton, Member, Senate of Maryland
- The Honorable Van T. Mitchell, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Greg Welker, District Engineer, State Highway Administration

Mr. Jesse Small  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2610

**Responding to letter dated:** Follow-up to 06-25-2002 telephone conversation between Mr. Small and Ms. Nicole Ross requesting if his community is eligible for a sound barrier under the State's Sound Barrier Program

Saved: 06/27/02 9:31 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SMALLJ01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

NOISE INQUIRY CHECKLIST

DATE 6/25/02

FILE? Y/N

CUSTOMER ID. # \_\_\_\_\_

RECEIVED BY Nicole Ross

NAME Mr. Jesse Small

ADDRESS 12595 Welsh Lane

Waldorf, Md. 20601

(include zip code)

DAY TELEPHONE 301-843-8059

(WORK / HOME)

OTHER TELEPHONE 301-751-3571 (Cell)

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. Matthewman Beardtown Rd.

COMMUNITY / AREA NAME \_\_\_\_\_

LOCATION ALONG HIGHWAY \_\_\_\_\_

SUMMARY OF INQUIRY Would like to know if his community is eligible to receive a sound barrier.

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_

BY \_\_\_\_\_

\*\*\* REFERENCE FILES \*\*\*

(301-609-8117)

\* Initially contacted by Kay O'Kelly (Leg. Aide to Del. Hutchins) on 6/10/02. Left several messages for Mr. Small. Mr. Small returned my phone calls on 6/25/02.

Customer Info. View for 2001

Tuesday, June 25, 2002 03:45 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2610		06/25/2002	Phone	SMALL	Mr. Jesse	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office )	ZIPCODE	Representative statu	
12595	Welsh Lane	CH	Waldorf	20601-8512	private	
Elected Official whom has communicated directly to us on this custome			Ms. Kay O'Kelly, aide to Del. Hutchins			
DAY PHONE	HOME PHONE	E-Mail address		COMMUNITY		
cell: 301-751-3571	301-843-8059			Welsh Lane		
Logical Project Limits	ROADWAY:	BarrierName				



RESPONSE	INQUIRY	2nd Contact
WelshLa off Mattawoman Beantown Rd (county road); NOT a State hwy; therefore, not eligible for barrier consideration		
Last Contact	Researcher:	Primary SHA Contact
06/25/2002		Nicole

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		none	

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input type="checkbox"/>			n/a

LAST action

6-25-02 Mr. Small called; spoke w/Nicole; wants to know if community is eligible for a barrier



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 28 Sen. Thomas M. Middleton; Dels. Thomas E. Hutchins; Samuel C. Linton; Van T. Mitchel; Mr. Murray D. Levy, President, Charles Co. Board of County Commissioners

Comment Journal, and letter hyperlinks	\\shadgn\vol1\userhoed\Noise\ibase\Customer_notes
Consultant Fir	1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**

392

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# MAPQUEST



MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

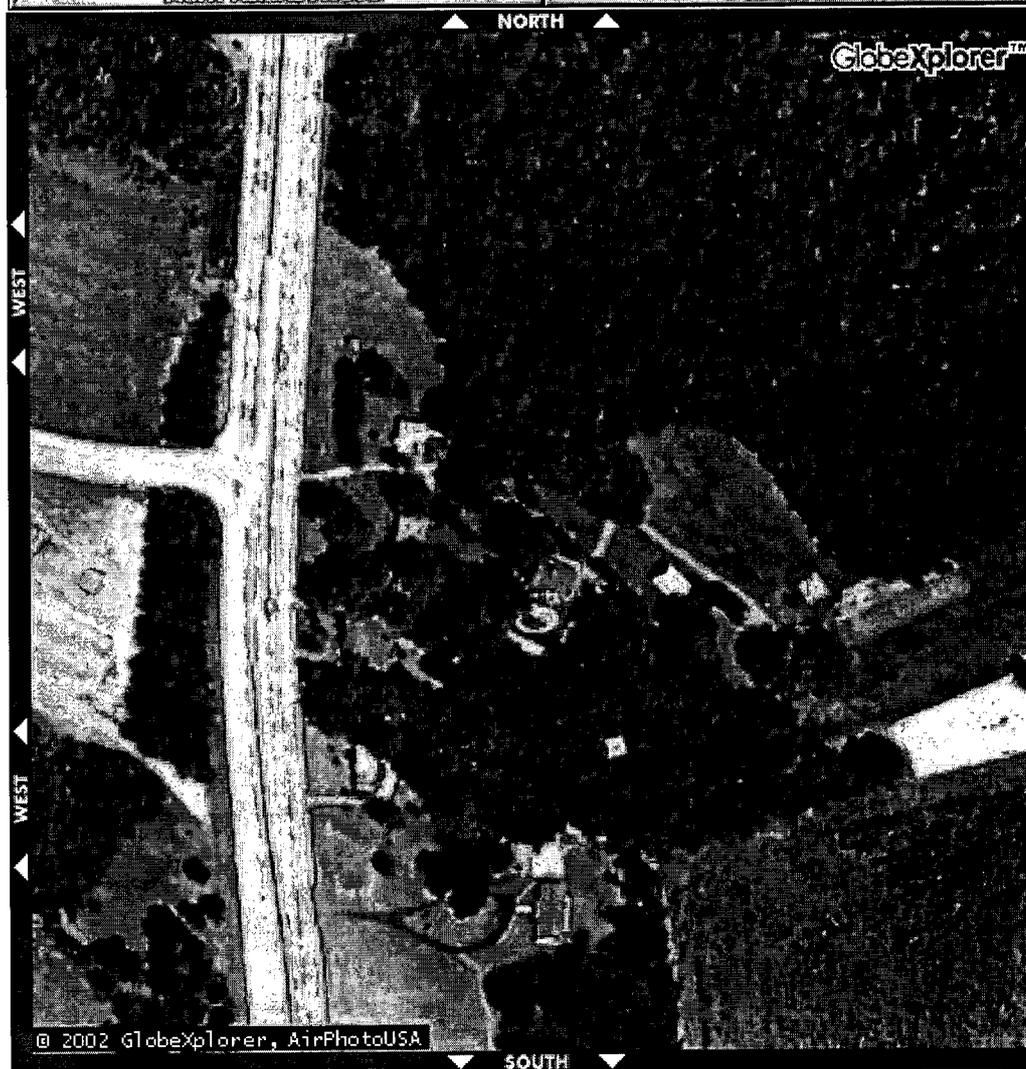
## maps

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- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:  
 12595 Welsh Ln  
 Waldorf, MD  
 20601-8512, US

MATAWOMAN  
BANDRUM RD

STREET MAP AERIAL PHOTO PRINT/AERIAL PHOTO E-MAIL/AERIAL PHOTO



### What's Nearby

Search for the nearest:

- 
- SixFlags
- Dairy Queen *ALTON LA*

Search

### Orbitz Travel Deals

- ▀ **Flights:**  
Find the lowest fares to Baltimore, MD and surrounding area!
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Find special offers on rental prices now!
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Find discounted rates on premier hotels in your destination city!



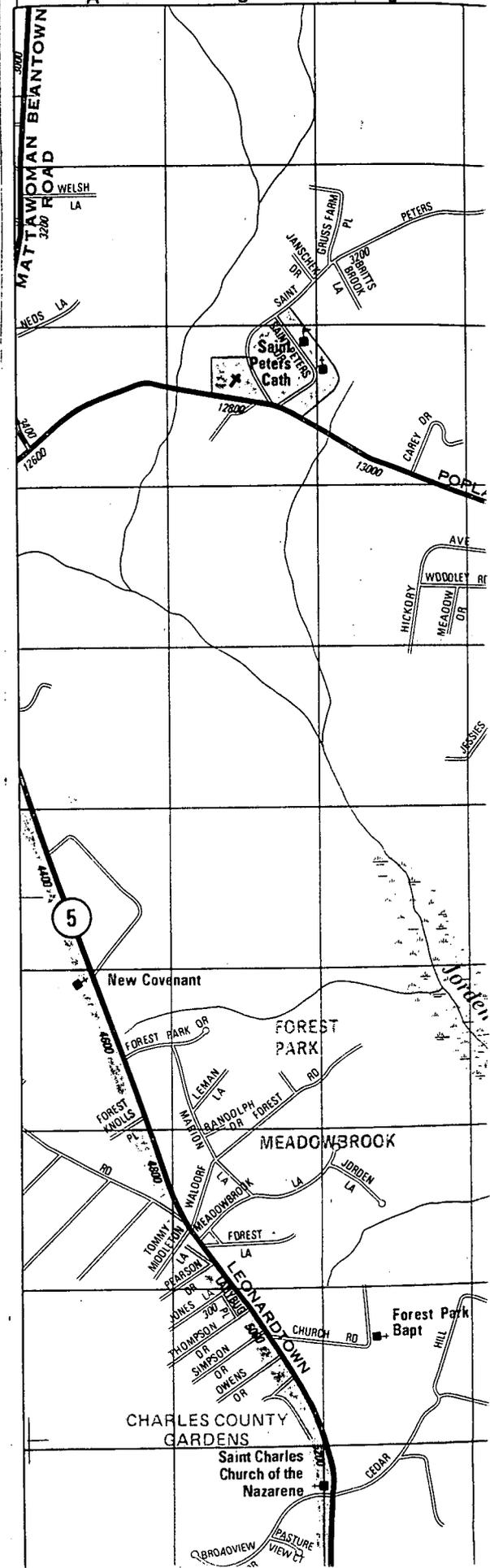
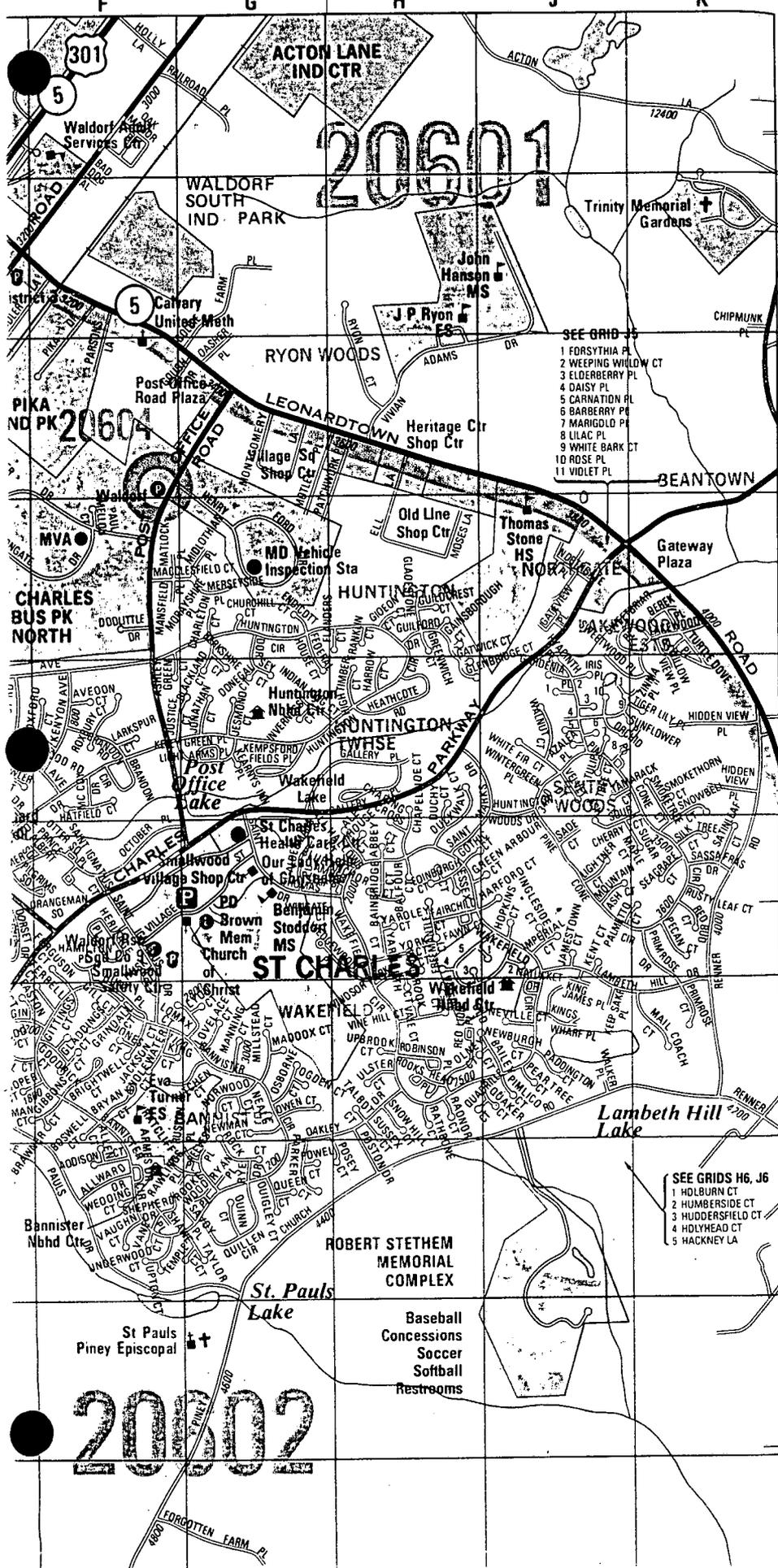
### City Guide

- [Baltimore Dining](#)
- [Baltimore News](#)
- [Baltimore Movies](#)
- [Baltimore Entertainment](#)

CLICKING ON PHOTO WILL:  Zoom In  Re-center

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Map Legend



394

Click here for a plain text ADA compliant screen.

	Maryland Department of Assessments and Taxation CHARLES COUNTY Real Property Data Search	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	--	---

Account Identifier: District - 08 Account Number - 054398

**Owner Information**

<b>Owner Name:</b>	SMALL, MICHAEL R & KITTY L	<b>Use:</b>	RESIDENTIAL
<b>Mailing Address:</b>	12595 WELSH LN WALDORF MD 20601-8512	<b>Principal Residence:</b>	YES
		<b>Deed Reference:</b>	1) / 1401/ 59 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
12595 WELSH LANE WALDORF 20601	RC	PARCEL B-2 = 1.219 W SI MATTA-BEANTWN RD

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	39 231
9	19	128				B2	82	Plat Ref:	

Special Tax Areas	Town Ad Valorem Tax Class	Primary Structure Built	Enclosed Area	Property Land Area	County Use
		1992	2,688 SF	1.21 AC	
<b>Stories</b>	<b>Basement</b>	<b>Type</b>		<b>Exterior</b>	
2	YES	STANDARD UNIT		FRAME	

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	46,050	01/01/2000	07/01/2001	07/01/2002
Improvements:	194,900	46,050		
<b>Total:</b>	<b>240,950</b>	<b>197,550</b>	<b>242,716</b>	<b>243,600</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> WELSH, JOHN E & MARY L	<b>Date:</b> 08/03/1989	<b>Price:</b> \$0
<b>Type:</b> MULT ACCTS ARMS-LENGTH	<b>Deed1:</b> / 1401/ 59	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

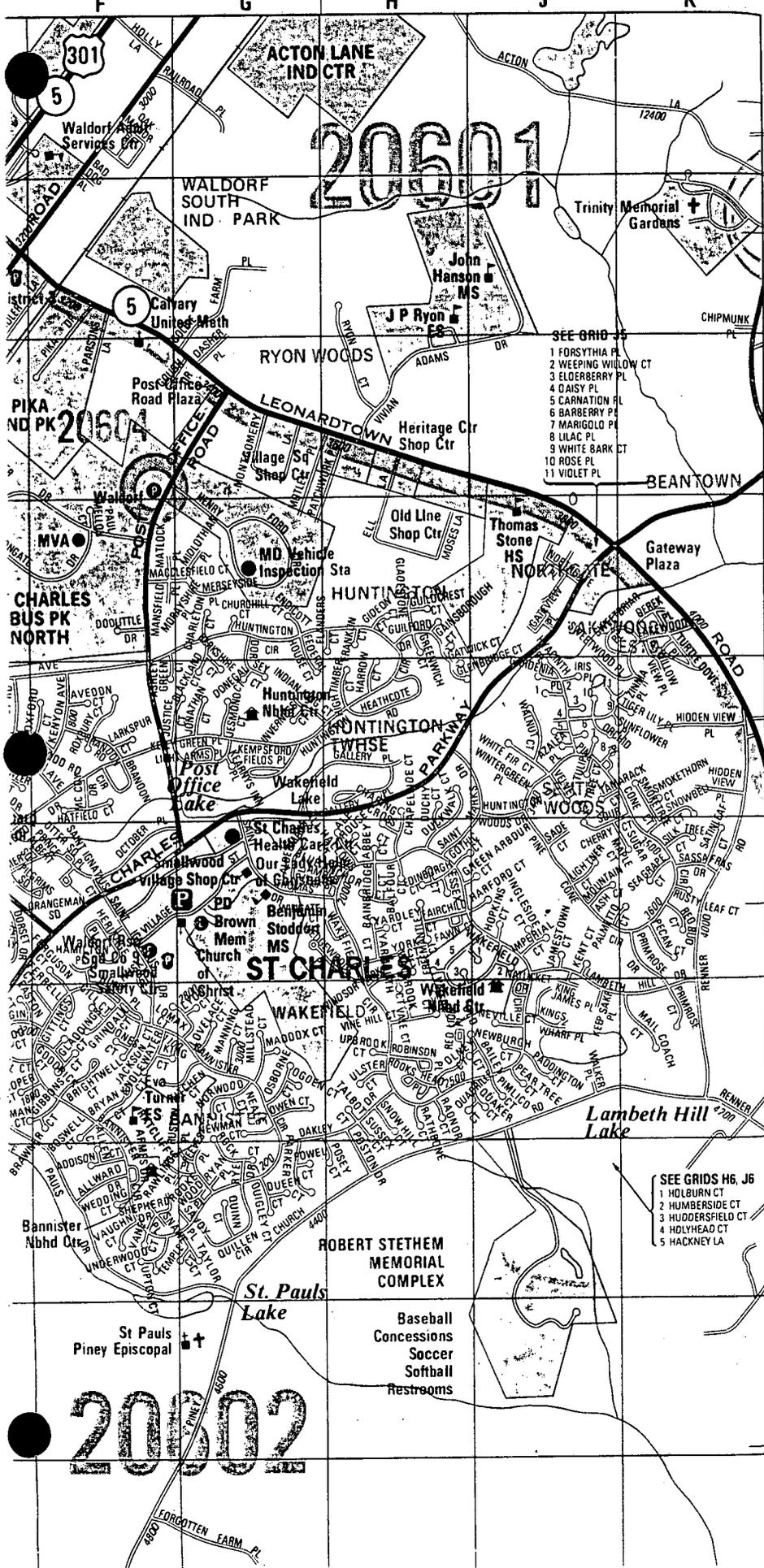
Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
Exempt Class:

Special Tax Recapture:

EO's - DIST. 28 - Sen. Thomas M. Middleton  
 Del. Thomas E. Hutchins  
 Samuel C. Linton  
 Van T. Mitchell

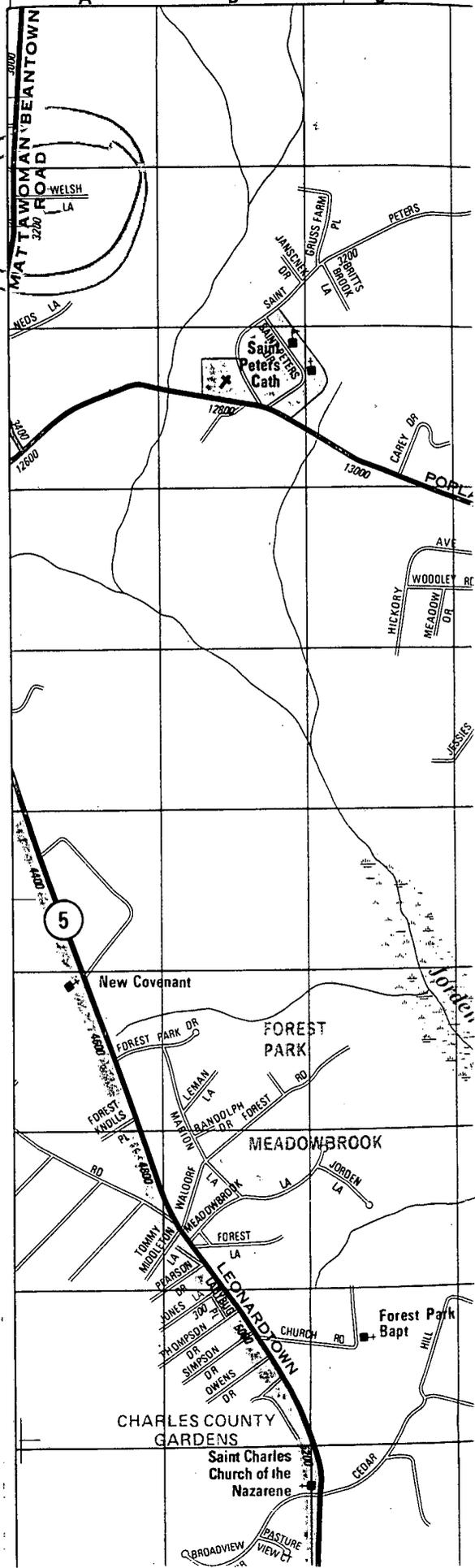
\* NONE \*  
 Mr. Murray D. Levy  
 Pres. Ches. Co  
 Bd of Co. Comm



# 20601

- SEE GRID
- 1 FORSYTHIA PL
  - 2 WEEPING WILLOW CT
  - 3 ELDERBERRY PL
  - 4 DAISY PL
  - 5 CARNATION PL
  - 6 BARBERRY PL
  - 7 MARIGOLD PL
  - 8 LILAC PL
  - 9 WHITE BARK CT
  - 10 ROSE PL
  - 11 VIOLET PL

- SEE GRIDS H6, J6
- 1 HOLBURN CT
  - 2 HUMBERSIDE CT
  - 3 HUDDERSFIELD CT
  - 4 HOLYHEAD CT
  - 5 HACKNEY LA



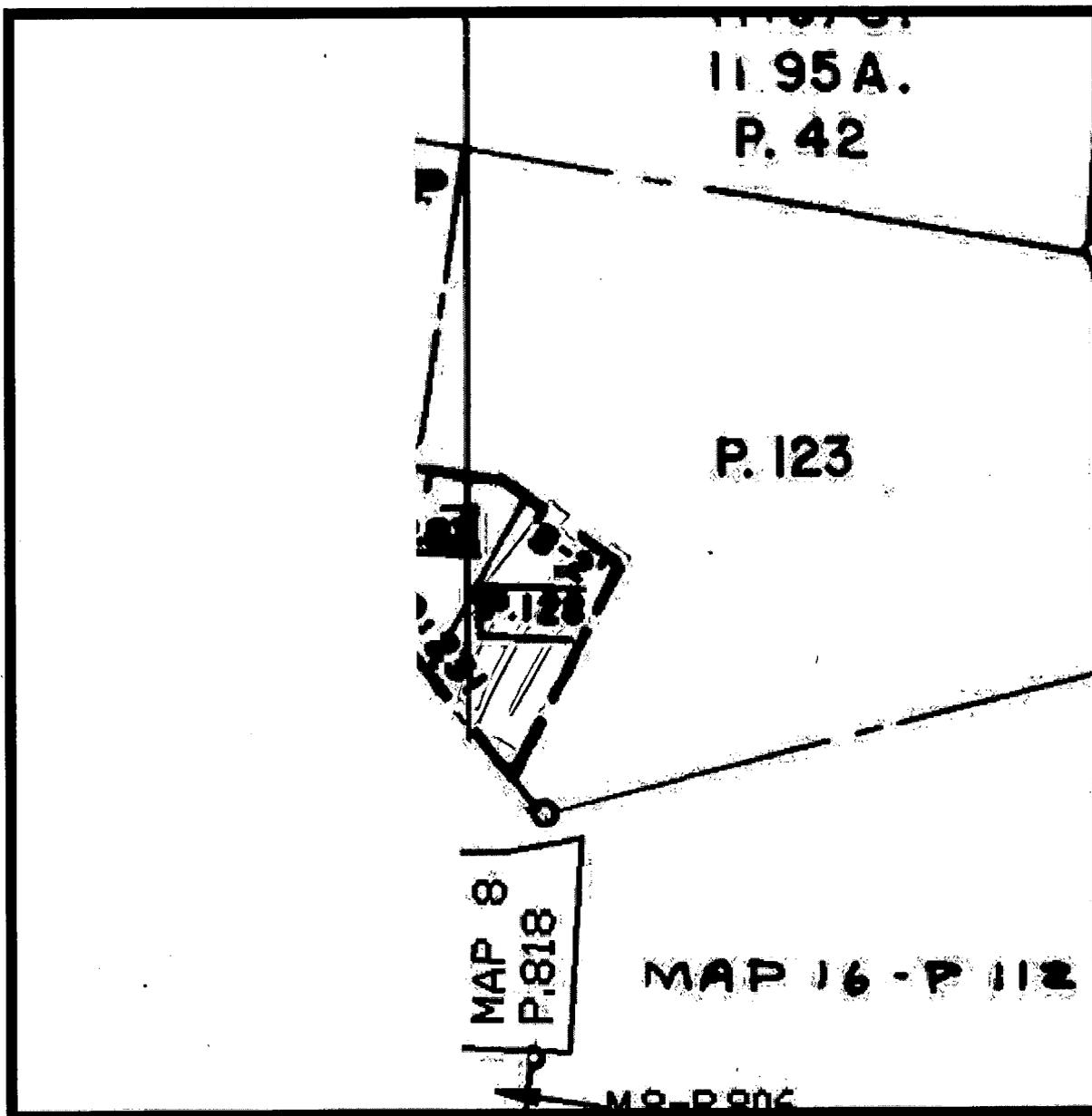
# 20602



Maryland Department of Assessments and Taxation  
CHARLES COUNTY  
Real Property Data Search

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District - 08 Account Number - 054398



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**Maryland Department of Transportation  
State Highway Administration**

397

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

May 17, 2002

Mr. Michael A. Smith, II  
729 Seagrove Road  
Glen Burnie MD 21060-6931

Dear Mr. Smith:

This letter is a follow-up to the recent telephone conversation between Delegate Joan Cadden and Ms. Nicole Ross, of our staff, on your behalf regarding the removal of trees and other vegetation near your home in the East Glen Burnie community along MD 10 in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration's Landscape Operations Division (LOD) has an ongoing landscape project along MD 10 in Anne Arundel County. The purpose of this project is to remove invasive, exotic species of plants and trees, perform slope management, improve drainage along the highway and to reforest portions of the area with evergreens (white pine and holly) and other trees. Mr. Mike Helenius, LOD Project Engineer, is the person to contact regarding this project. He can be reached at 410-686-5806 or, by e-mail, at mhelenius@sha.state.md.us. He will be happy to assist you.

Thank you for contacting our office through Delegate Cadden. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by, e-mail, at nross@sha.state.md.us. She will also be happy to assist you.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates  
Mr. Mike Helenius, Project Engineer, Landscape Operations Division, Office of Environmental Design, State Highway Administration  
The Honorable Philip C. Jimeno, Member, Senate of Maryland  
The Honorable Daniel E. Klosterman, Jr., Member, Howard County Council  
The Honorable John R. Leopold, Member, Maryland House of Delegates  
Mr. Ken Oldham, Chief, Landscape Operations Division, Office of Environmental Design, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Mary M. Rosso, Member, Maryland House of Delegates  
Mr. Greg Welker, District Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Michael A. Smith, II  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Mr. Tim Wild, Project Manager, Landscape Operations Division, Office of Environmental Design,  
State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2333

**Responding to letter dated:** Follow-up to 05-14-2002 telephone conversation between Del. Cadden and Ms. Nicole Ross; Del. Cadden called on behalf of Mr. Michael Smith inquiring why trees have been removed along MD 10 near his home; LOD has landscaping project along MD 10 and we are referring Mr. Smith to Mr. Tim Wild as LOD contact regarding this project

Saved: 05/14/02 1:58 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SMITHMA01.doc

NOISE INQUIRY CHECKLIST

DATE 5/14/02

FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_

RECEIVED BY Nicole Ross

NAME Del. Cadden (on Behalf of Mr. Michael Smith)

ADDRESS 1729 Seagrove Road

Glen Burnie, md. 21060  
(include zip code)

DAY TELEPHONE 410-590-3916 (WORK / HOME)

OTHER TELEPHONE \_\_\_\_\_

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. Rt. 10

COMMUNITY / AREA NAME East Glen Burnie

LOCATION ALONG HIGHWAY Right-of-Way / Shoulder

SUMMARY OF INQUIRY Wanted to know why SHA cut down the trees in front of his property. The trees acted as a buffer from noise. Is SHA going to plant any more trees?

\*\*\* FOLLOW-UP \*\*\*

DATE 5/14/02

BY T.E. SEVENS

CEO/COO has a landscaping project underway along MD10 - referring Mr. Smith to Mr. Tim Wild (Prog. Mgr - COO) to info contract.

\*\*\* REFERENCE FILES \*\*\*

Customer Info. View for 2001

Tuesday, May 14, 2002 12:45 PM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2333		01/12/2001	Phone	SMITH	Mr. Michael A., II	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
729	Seagrove Road	AA	Glen Burnie	21060-6931	private	

Elected Official whom has communicated directly to us on this customer Del. Joan Cadden (5-14-02)

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-657-4448	410-590-3916	mikes@photosx.co	East Glen Burnie

Logical Project Limits	ROADWAY: MD 10	BarrierName
------------------------	----------------	-------------

NB & SB MD 10 from Stiemly Thompson Av to Biddle Rd

RESPONSE	INQUIRY	2nd Contact
describe Type I & Type II and good news - comm. meets tech. criteria - eligible - not funded yet by AA Co and State	is a barrier going to be built for my community	
Last Contact	Researcher	Primary SHA Contact
01/12/2001		Natalie

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		to keep informed as funding progresses	

Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 01/22/2001	Reason Letter is Late: n/a
LAST action	Letter signed date	

5-14-02 Del. Cadden called on behalf of Mr. Smith; spoke w/Ms. Nicole Ross; inquired why trees were cut down along MD 10 near his home; this removal eliminated tree buffer between homes and highway; are there plans to replace what was cut down?

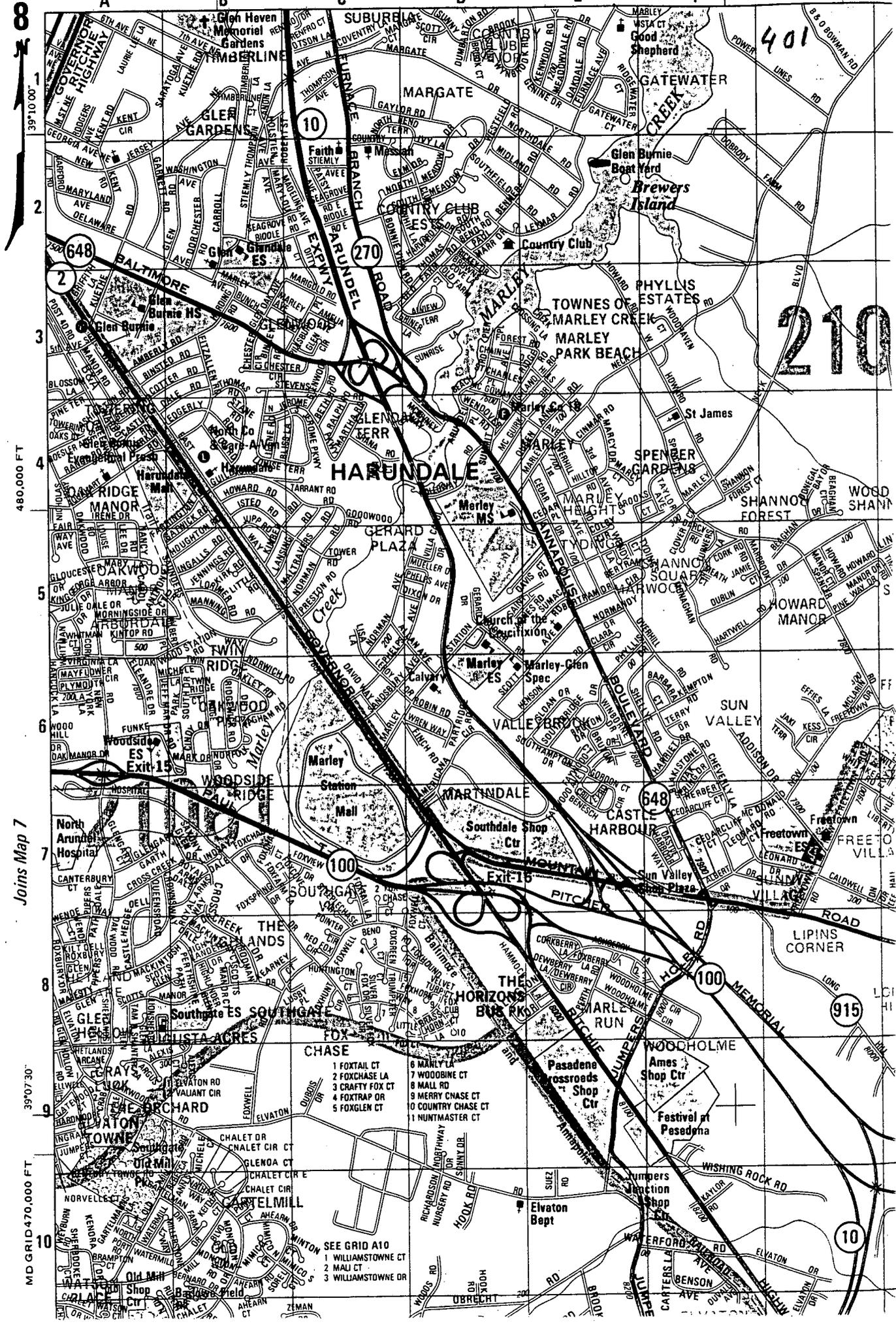
Comments: This field can not be sorted or searched. OPPE or Hwy. rep.current type 1 inf

01/2001 - EO's - Dist. 31 - Sen. Philip C. Jimeno; Dels. Joan Cadden; John Leopold; Mary Rosso; AA Councilman Daniel E. Klosterman, Jr.

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



480,000 FT

Joins Map 7

39°07'30"

MD GRID 470,000 FT

401

210

- 1 FOXTAIL CT
- 2 FOXCHASE LA
- 3 CRAFTY FOX CT
- 4 FOXTRAP DR
- 5 FOXGLEN CT
- 6 MARLY LA
- 7 WOODBINE CT
- 8 MALL RD
- 9 MERRY CHASE CT
- 10 COUNTRY CHASE CT
- 11 NUNTMASER CT

- SEE GRID A10
- 1 WILLIAMSTOWNE CT
  - 2 MAU CT
  - 3 WILLIAMSTOWNE DR

10

402

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
 ANNE ARUNDEL COUNTY  
 Real Property Data Search

[Go Back](#)  
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Account Identifier: District - 05 Subdivision - 230 Account Number - 13718400

**Owner Information**

**Owner Name:** ROUSE-SMITH, KELLY  
 SMITH II, MICHAEL A  
**Use:** RESIDENTIAL  
**Principal Residence:** YES  
**Mailing Address:** 729 SEAGROVE RD  
 GLEN BURNIE MD 21060-6931  
**Deed Reference:** 1) /10140/ 76  
 2)

**Location & Structure Information**

**Premises Address** 729 SEAGROVE RD  
 GLEN BURNIE 21060  
**Zoning** R5  
**Legal Description** LTS 245 246  
 729 SEAGROVE RD  
 EAST GLEN BURNIE

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
10	14	254	230			245	81		21/ 4

Special Tax Areas	Town Ad Valorem Tax Class	Primary Structure Built	Enclosed Area	Property Land Area	County Use
		1962	1,440 SF	16,300.00 SF	
<b>Stories</b>	<b>Basement</b>	<b>Type</b>		<b>Exterior</b>	
1	YES	STANDARD UNIT		SIDING	

**Value Information**

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	43,070	01/01/2002	07/01/2001	07/01/2002
Improvements:	101,940	113,080		
Total:	145,010	161,150	145,010	150,390
Preferential Land:	0	0	0	0

**Transfer Information**

**Seller:** ROUSE, KENNETH T  
**Type:** NOT ARMS-LENGTH  
**Date:** 01/18/2001  
**Deed1:** /10140/ 76  
**Price:** \$0  
**Deed2:**  
**Seller:**  
**Date:**  
**Deed1:**  
**Deed2:**  
**Seller:**  
**Date:**  
**Deed1:**  
**Deed2:**

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

\* NONE \*





**Maryland Department of Transportation  
State Highway Administration**

January 19, 2001

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

Mr. Michael A. Smith  
729 Seagrove Road  
Glen Burnie MD 21060-6931

Dear Mr. Smith:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the East Glen Burnie community, along both north and southbound sides of MD 10 from Stiemly Thompson Avenue to Biddle Road, in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) has evaluated the eligibility of the East Glen Burnie community for a sound barrier and it is my pleasure to inform you that the community meets the technical requirements for a sound barrier. The next step is for Anne Arundel County to agree to fund 20 percent of the cost to install the barrier. We will need this commitment before we can consider State funding for the barrier. Information regarding the funding requirements for this barrier has been forwarded to County Executive Janet S. Owens. We will continue our coordination with the County concerning funding and keep you informed as we work through this process.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have any additional questions or concerns, please do not hesitate to contact Ms. Natalie Hardy, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nhardy@sha.state.md.us](mailto:nhardy@sha.state.md.us). She will be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

**Enclosure**

- cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
- Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Philip C. Jimeno, Member, Senate of Maryland
- The Honorable Daniel E. Klosterman, Jr., Member, Anne Arundel County Council
- The Honorable John Leopold, Member, Maryland House of Delegates
- The Honorable Janet S. Owens, Anne Arundel County Executive
- The Honorable Mary Rosso, Member, Maryland House of Delegates
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

405



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

June 17, 2002

Thomas W. Snider, M.D.  
7 Sunset Knoll Court  
Lutherville-Timonium MD 21093-4775

Dear Dr. Thomas:

This letter is a follow-up to Baltimore County Councilmember Kevin Kamenetz's inquiry, on your behalf, concerning a sound barrier to protect the Sunset Knoll community located adjacent to the ramp from northbound I-83 to eastbound I-695 in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. As there are no plans to widen the ramp from I-83 to I-695, Type I sound barrier consideration is not warranted.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

The State Highway Administration has evaluated the Sunset Knoll community for a Type II sound barrier, as outlined above. Our evaluation has determined that the majority of the homes in the community were constructed after I-83 was opened in 1962. Based on this information, the Sunset Knoll community cannot be considered for a Type II sound barrier under the State's Sound Barrier Program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

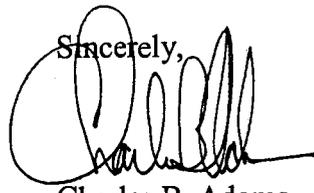
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thomas W. Snider, M.D.  
Page Two

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable James W. Campbell, Member, Maryland House of Delegates
- The Honorable Barbara A. Hoffman, Member, Senate of Maryland
- The Honorable Kevin Kamenetz, Member, Baltimore County Council
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable Maggie L. McIntosh, Member, Maryland House of Delegates
- The Honorable Samuel I. Rosenberg, Member, Maryland House of Delegates

Thomas W. Snider, M.D.  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State  
Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2602

**Responding to letter dated:** Follow-up to inquiry by Linda Singer (D-4) who received contact from BA Co Cnclman Kamenetz's office regarding a sound barrier to protect Dr. Snider's home in the Sunset Knoll community along the ramp from NB I-83 to EB I-695

Saved: 06/10/02 5:02 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SNIDERTW01.doc

Enclosure

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

408

**From:** LINDA SINGER  
**To:** JIM HADE; NICOLE ROSS  
**Date:** 6/5/02 10:54AM  
**Subject:** councilman inquiry

nicole/jim

i just got an inquiry from Councilman Kamenetz's office on behalf of a constituent, Dr. Thom Snider, 7  
Sunset Gold Court, Lutherville. He fronts on I-83 and wants to know whether his community will be getting  
a sound barrier. I cannot find this on the ADC map. However, his phone number is 410-296-2530. could  
you contact him and see what's up? Let me know, so i can call the councilman back. thanks. Linda

→ *Sunset Knoll Court*

409

**From:** NICOLE ROSS  
**To:** LINDA SINGER  
**Date:** 6/10/02 12:10PM  
**Subject:** Re: councilman inquiry

Hi Linda,

After doing a little research, we found that Dr. Snider's community is ineligible for a sound barrier. As in most cases, the issue has to deal with post-dates of the homes. According to our records, **4** of the homes in his area pre-date the construction of I-83 and **12** homes post-date the interstate. In addition, **3** homes are undeveloped. We are currently working on a response letter for Councilman Kamentz and Dr. Snider. We should have Charlie's approval sometime today or tomorrow at the latest. I just wanted to let you know what's going on. I hope this helps. Take care,

Nicole

>>> LINDA SINGER 06/05/02 10:54AM >>>  
nicole/jim

i just got an inquiry from Councilman Kamenetz's office on behalf of a constituent, Dr. Thom Snider, 7 Sunset Gold Court, Lutherville. He fronts on I-83 and wants to know whether his community will be getting a sound barrier. I cannot find this on the ADC map. However, his phone number is 410-296-2530. could you contact him and see what's up? Let me know, so i can call the councilman back. thanks. Linda

**CC:** JIM HADE; TED SEVERE

410

## ZIP+4 Code Lookup

[Look up another ZIP+4 Code](#) | [Questions and Comments](#)

---

Multiple addresses were found for the information you entered. To obtain the correct ZIP+4 Code, you can reenter the address and provide more information, or you can scroll down the page and locate the specific address manually.

**(ODD Range 1 - 9) SUNSET KNOLL CT  
LUTHERVILLE TIMONIUM MD 21093-4775  
Carrier Route : R002 County : BALTIMORE**

---

**(EVEN Range 2 - 10) SUNSET KNOLL CT  
LUTHERVILLE TIMONIUM MD 21093-4775  
Carrier Route : R002 County : BALTIMORE**

---

For other business lookup services: [YellowPages.com](http://YellowPages.com)

A new version of Find ZIP Codes is coming soon.  
This version will be supported until June 28, 2002.

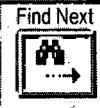
*Version 5.0 Database 06/2002  
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Developed by the USPS National Customer Support Center*

Customer Info. View for 2001

Monday, June 10, 2002 02:49 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2602		06/10/2002	Phone	SNIDER	Dr. Thomas W., M.D.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
7	Sunset Knoll Court	BA	Lutherville-Timon	21093-4775	private	



Elected Official whom has communicated directly to us on this custome	BA Cnclmn. Kevin Kamenetz		
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-296-2530		Sunset Knoll
Logical Project Limits	ROADWAY: I-83/I-695	BarrierName	

NB I-83 ramp from I-83 parallel to I-695

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria - Type I not applicable; fails for Type II because majority of homes post-date I-83 (1962)	will community be getting a sound barrier?	
Last Contact	Researcher	Primary SHA Contact
06/05/2002		Nicole

Construction Projects

FILE LOCATIO	OTHER	Current committmen

Hot Projects

Do we owe a letter?	Letter Commit due date:	Letter signed date:	Reason Letter is Late
<input checked="" type="checkbox"/>			n/a



LAST action: 6-10-02 Nicole e-mailed Linda Singer that community not eligible for Type II barrier; 4 homes pre-date; 12 homes postdate; 3 properties undeveloped; I-83 opening date is 1962

ALL Projects



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

06-2002 EO's Dist. 42 Sen. Barbara A. Hoffman; Dels. James W. Campbell; Maggie L. McIntosh; Samuel I. Rosenberg; BA Cncl Kevin Kamenetz 6-5-02 Cnd. Kamenetz contacted D-4; Linda Singer contacted Nicole; wants to know if barrier is planned to protect Dr. Thomas Snider's community in Sunset Knoll

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

# To Meet 100% of our Commitments!

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BALTIMORE COUNTY  
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Account Identifier: District - 09 Account Number - 2100012859

**Owner Information**

**Owner Name:** SNIDER THOMAS W, <sup>Dr</sup> ~~MD~~.  
SNIDER ELIZABETH D **Use:** RESIDENTIAL

**Mailing Address:** 7 SUNSET KNOLL CT  
TIMONIUM MD 21093 - 4775 **Principal Residence:** YES

**Deed Reference:** 1) /15362/ 616  
2)

(H) 410-296-2530

**Location & Structure Information**

**Premises Address:** 7 SUNSET KNOLL CT **Zoning:** **Legal Description:** 1.9006 AC  
7 SUNSET KNOLL CT  
SUNSET KNOLL

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
69	3	183				16	81		66/ 112

**Special Tax Areas:** **Town Ad Valorem Tax Class:**

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1933	6,898 SF	1.90 AC	04

Stories	Basement	Type	Exterior
2 1/2	YES	STANDARD UNIT	STONE

**Value Information**

	Base Value	Phase-In Assessments	
		Value As Of 01/01/2002	Value As Of 07/01/2001
Land:	190,750	190,750	
Improvements:	485,460	516,210	
<b>Total:</b>	<b>676,210</b>	<b>706,960</b>	<b>676,210</b>
Preferential Land:	0	0	0

**Transfer Information**

<b>Seller:</b> MARBURG MARY H	<b>Date:</b> 06/29/2001	<b>Price:</b> \$735,000
<b>Type:</b> IMPROVED ARMS-LENGTH	<b>Deed1:</b> /15362/ 616	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

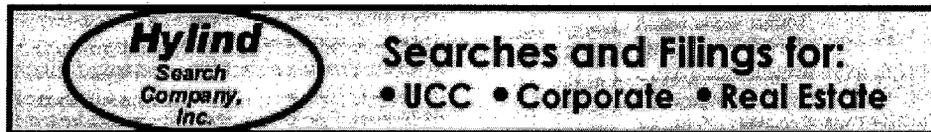
EO'S - DIST. 42 Sen. Barbara A. Hoffman  
Deb. James W. Campbell  
Maggie L. McIntosh  
Samuel I. Rosa

**Special Tax Recapture:**

\* NONE \*

BACO - 106110

KAM6N672



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Name	Account	Street	OWN OCC	Town Parcel Lot
<u>BALTIMORE COUNTY M</u>	09 2100012862	SUNSET KNOLL CT	N	000 183
<u>CARSKI THOMAS E</u>	09 2100012863	HILLSPOINT CT	N	000 183
<u>TOUNG MUNGEA</u>	09 2100012844	2 SUNSET KNOLL CT	H	000 183 1
<u>HIRSCHFELD DANIEL</u>	09 2100012845	1 SUNSET KNOLL CT	H	000 183 2
<u>HUETHER RICHARD D</u>	09 2100012846	3 HILLSPOINT CT	N	000 183 3
<u>HUETHER RICHARD D</u>	09 2100012847	5 HILLSPOINT CT	H	000 183 4
<u>NARANG ASHOK</u>	09 2100012848	7 HILLSPOINT CT	N	000 183 5
<u>NARANG ASHOK</u>	09 2100012849	2007 W JOPPA RD	H	000 183 6
<u>CARSKI THOMAS E</u>	09 2100012850	11 HILLSPOINT CT	N	000 183 7
<u>IGNATOWSKI GARY J</u>	09 2100012851	1 HILLSPOINT CT	H	000 183 8
<u>SNYDER MARVIN VJR</u>	09 2100012852	4 SUNSET KNOLL CT	H	000 183 9
<u>MULJO SUNDARI</u>	09 2100012853	8 SUNSET KNOLL CT	H	000 183 10
<u>FEIRTAG DANIEL J</u>	09 2100012854	2 HILLSPOINT CT	H	000 183 11
<u>PARK CHARLES C</u>	09 2100012855	4 HILLSPOINT CT	H	000 183 12
<u>GEORGE V GEORGE</u>	09 2100012856	6 HILLSPOINT CT	H	000 183 13
<u>STAPLETON CHARLES</u>	09 2100012857	8 HILLSPOINT CT	H	000 183 14
<u>CROMWELL DAVID MSU</u>	09 2100012858	10 HILLSPOINT CT	N	000 183 15
<u>SNIDER THOMAS W</u>	09 2100012859	7 SUNSET KNOLL CT	H	000 183 16
<u>MUDGE EDMUND T 4TH</u>	09 2200021526	9 SUNSET KNOLL CT	H	000 183 17
<u>HOSAIN SYED SJOOHI</u>	09 2100012861	10 SUNSET KNOLL CT	H	000 183 18



415

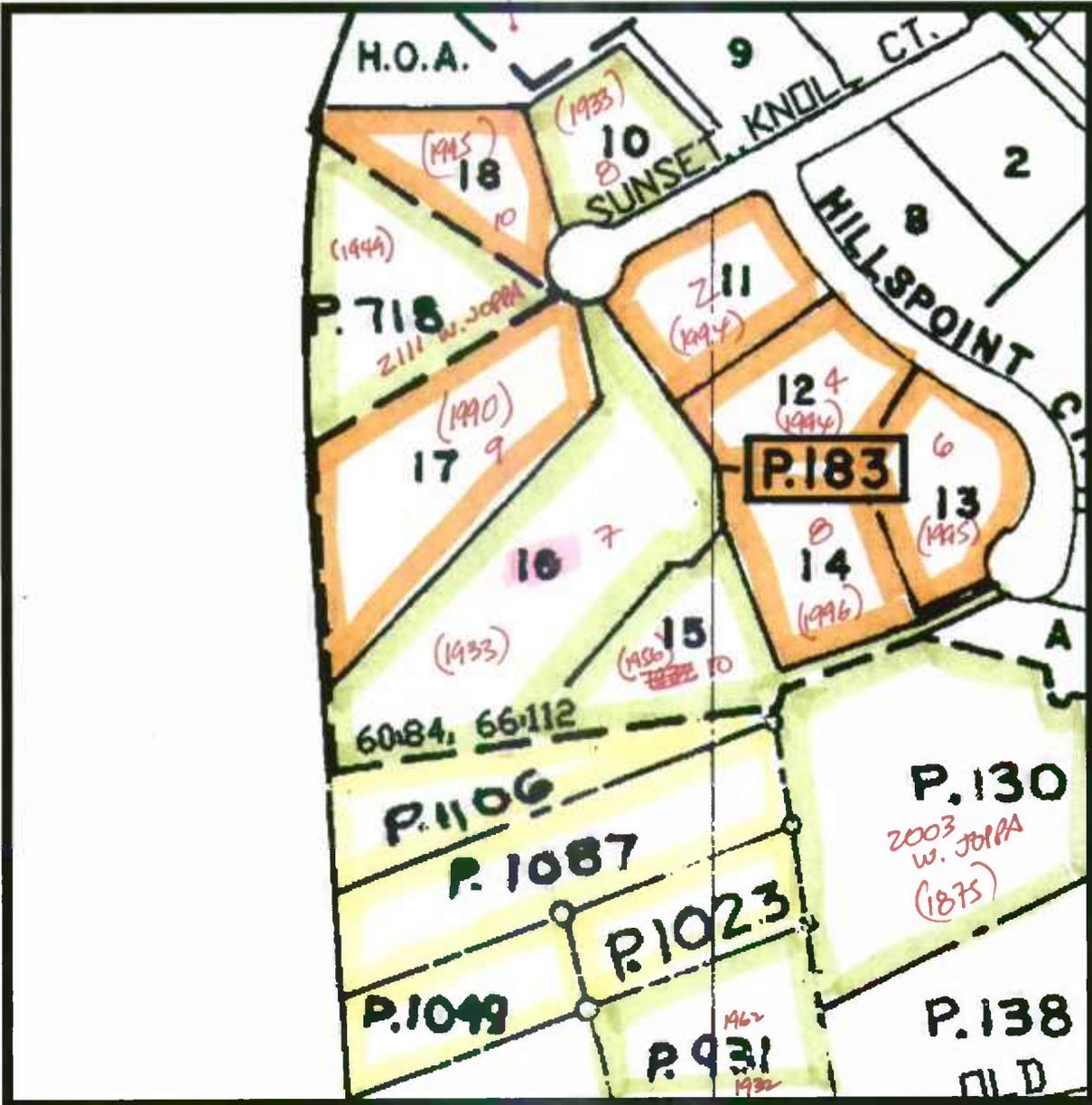


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District - 09 Account Number - 21000 2859

P.963 - CHURCH - 2123 W. JOPPA RD



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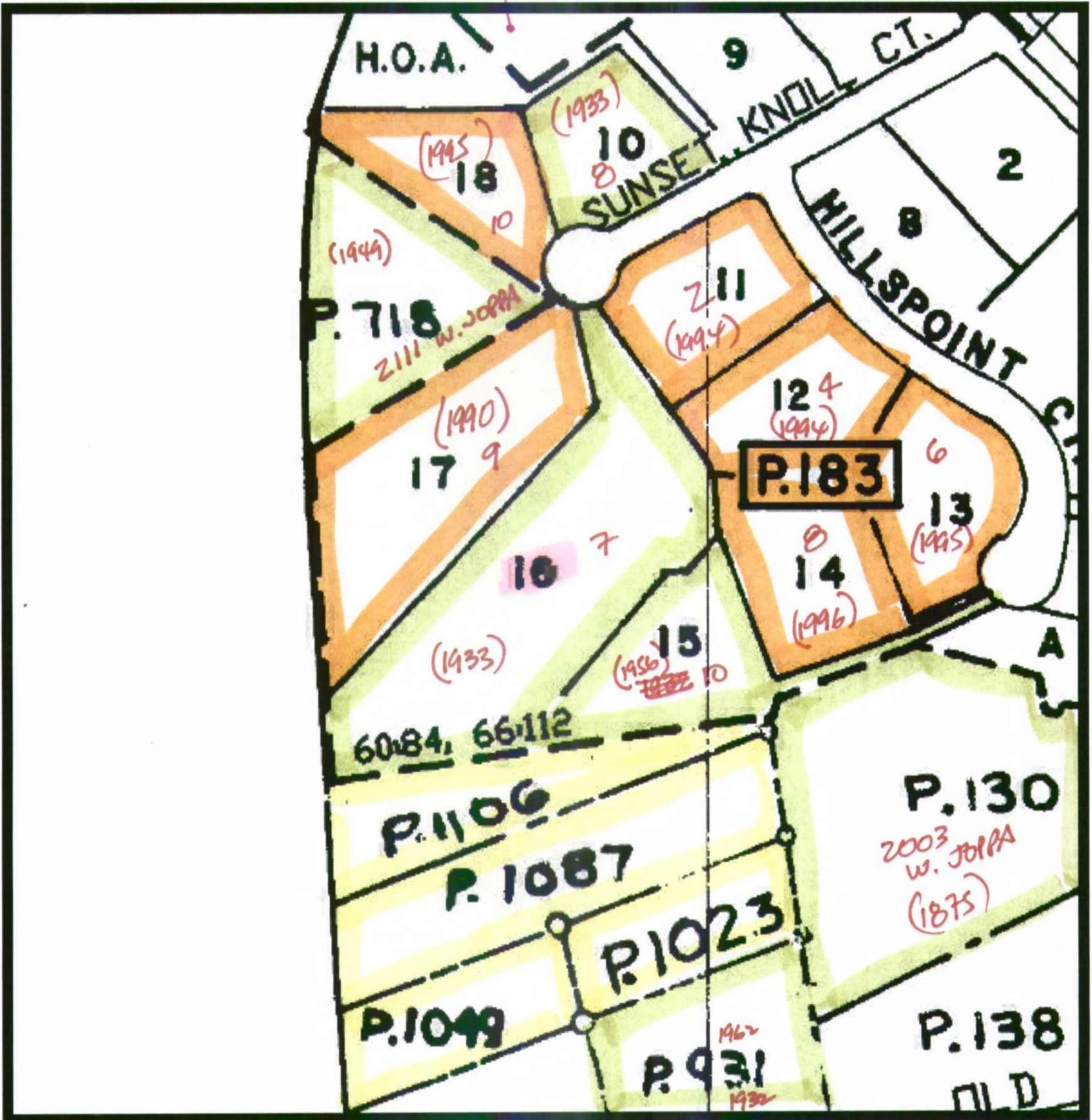


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District - 09 Account Number - 2100012859

P.963 - CHURCH - 2123 W. JOPPA RD



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*P.963 - CHURCH - 7123 W. JOPPA RD*  
 District - 09 Account Number - 2100012847



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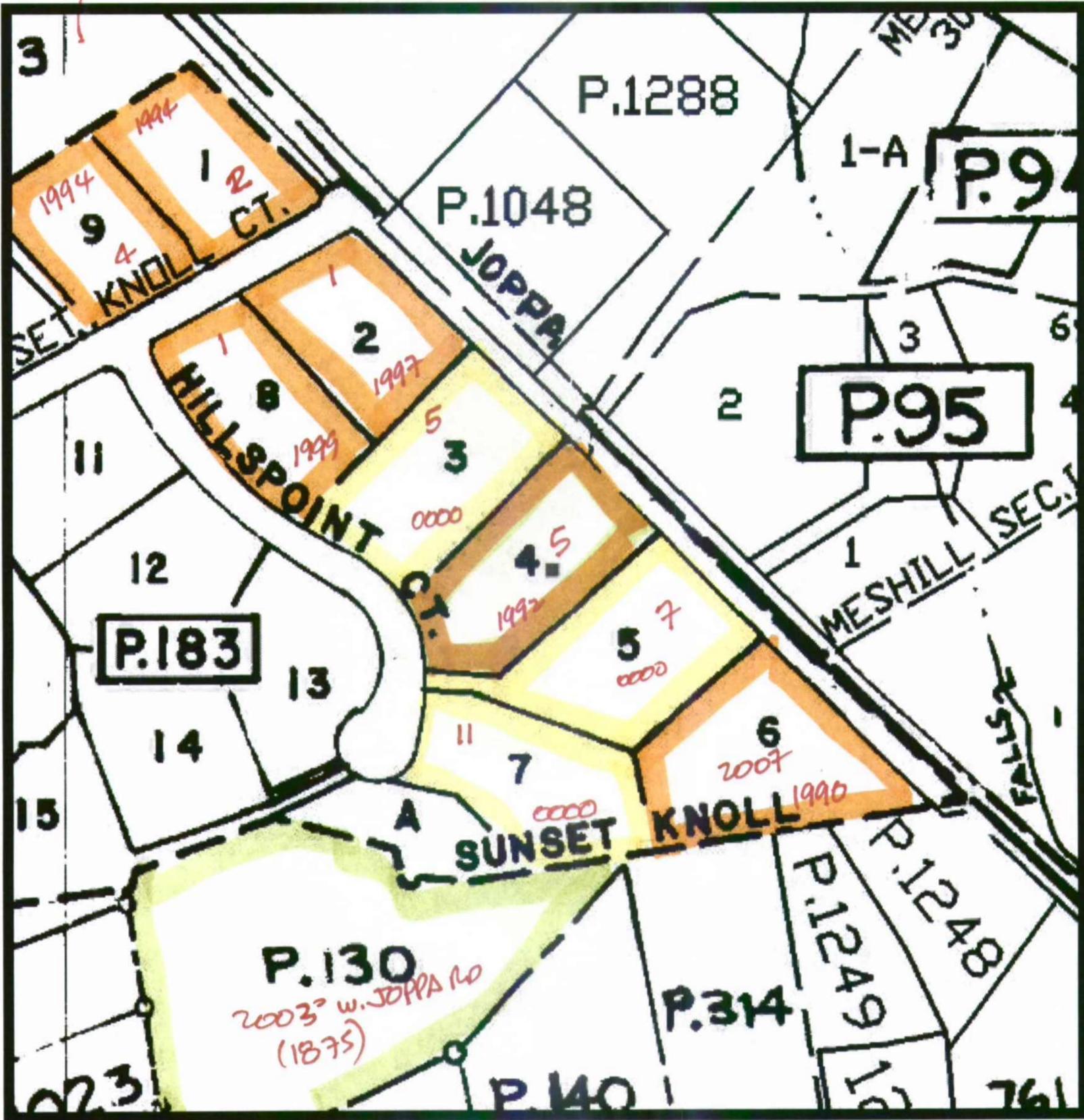
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*P.963 - Church - 2123 W. Joppa Rd*  
District - 09 Account Number - 2100012847

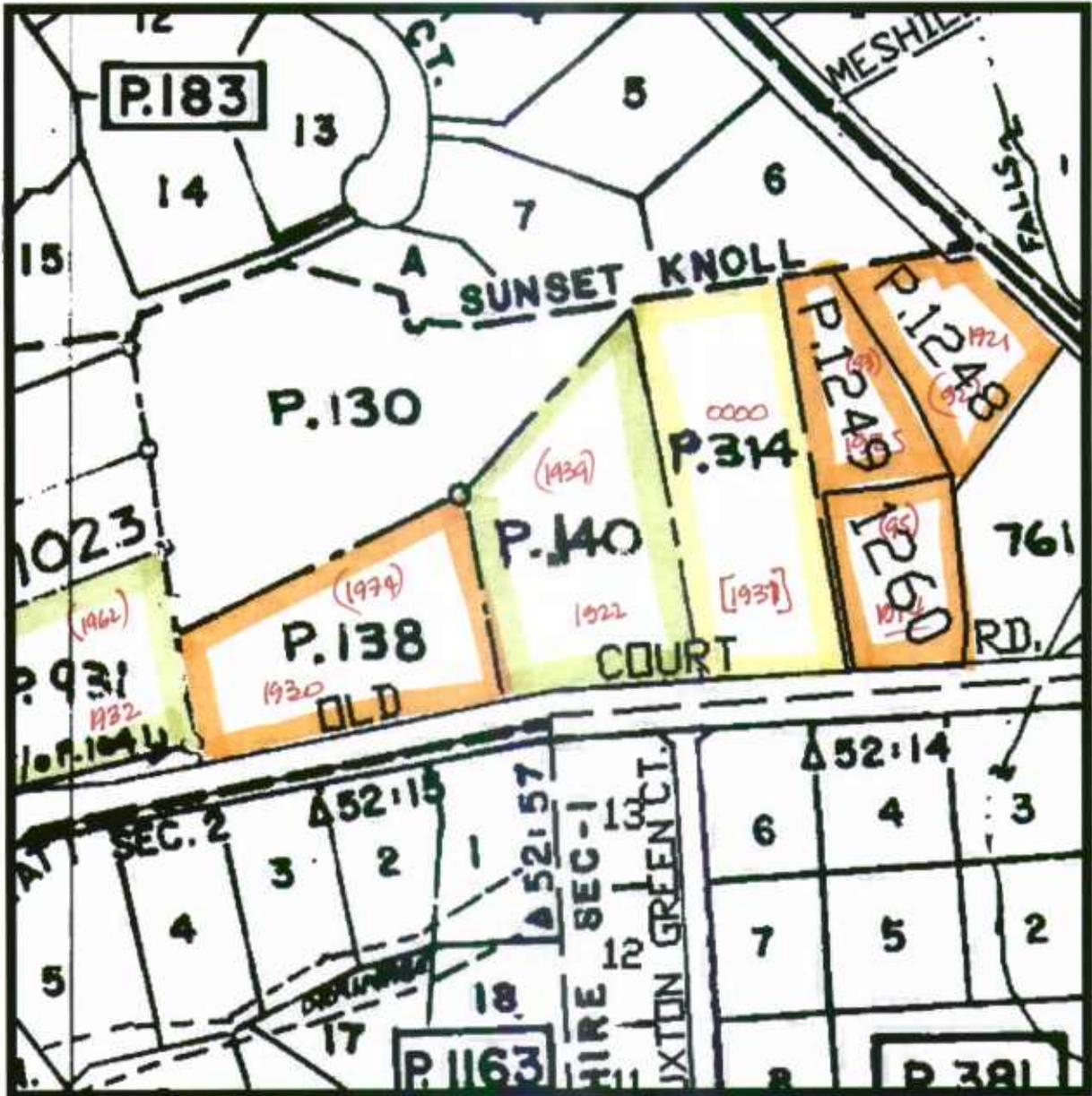


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District - 09 Account Number - 0923003170



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**Maryland Department of Transportation**  
**State Highway Administration**

418

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

October 28, 2002

Captain Hank Spolnicki, MSC USN  
Spolnicki.Hank@hq.navy.mil  
1527 Sappington Drive  
Gambrills MD 21054-1058

Dear Captain Spolnicki:

Thank you for your e-mail message and telephone call regarding highway traffic noise near your home in the Sappington Hills community adjacent to northbound MD 32 just north of Sappington Station Road in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to improve this portion of MD 32 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of MD 32, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Captain Hank Spolnicki, MSC USN  
Page Two

The State Highway Administration has evaluated the Sappington Hills community to determine its eligibility for a Type II sound barrier as outlined above. Our investigation determined that majority of the homes in the Sappington Hills community were constructed beginning in the mid-1980s after the 1983 approval for the relocation of MD 32 to its present alignment. Based on this information, the Sappington Hills community cannot be considered for a Type II sound barrier because it postdates MD 32. When we determine that a community does not meet the date criterion, we do not undertake further analysis, including noise measurements. Were we to do so, we would raise expectations that we could not meet. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers* that outlines the State's Sound Barrier Policy.

Thank you again for your e-mail message and telephone call and your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable Robert C. Baldwin, Member, Maryland House of Delegates
- The Honorable David G. Boschert, Member, Maryland House of Delegates
- The Honorable Bill D. Burlison, Member, Anne Arundel County Council
- The Honorable Janet Greenip, Member, Maryland House of Delegates
- The Honorable Robert R. Neall, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Greg Welker, District Engineer, State Highway Administration

Captain Hank Spolnicki, MSC USN  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2639

**Responding to letter dated:** Follow-up to 10-16-2002 e-mail message indicating that Capt. Spolnicki just purchased his home on Sappington Drive 09-30-2002 and the he has realized that the highway noise is much worse than first realized and wants to know if there are plans for sound barriers along MD 32 adjacent to his community. His home was constructed in 1995. MD 32 is not a fully controlled-access highway. Capt. Spolnicki also called OED/NAT and spoke with Ms. Nicole Ross who told him we would research the issue and get back to him either by telephone or e-mail

Saved: 10/16/02 12:46 PM by: T.E. Severe

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**From:** "Spolnicki, Hank G" <Spolnicki.Hank@hq.navy.mil>  
**To:** "barrier@sha.state.md.us" <barrier@sha.state.md.us>  
**Date:** 10/16/02 7:48AM  
**Subject:** HELP WITH ROAD NOISE PROBLEM AT 1527 SAPPINGTON DR. GAMBRILLS, MD21054

Dear SHA Representative,

I have recently purchased my home (Sept 30, 2002) at 1527 Sappington Dr. in Gambrills, MD 21054. When I purchased the property I had noticed that there was some road noise in the rear of the property as it is off of Route 32. The noise problem is much worse than first realized and I need your help with a solution. Are there any plans to build a barrier on that portion of Route 32 or any other way that the highway car and truck noise can be mitigated? Thank you for your time and consideration.

Very respectfully,

Hank Spolnicki, MPH, CIH, CSP  
CAPT MSC USN  
410-674-6042 (Home)  
410-991-2652 (Cell)

Customer Info. View for 2001

Wednesday, October 16, 2002 10:32 AM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2639		10/16/2002	E-mail, Phone	SPLONICKI	Capt. Hank	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
1527	Sappington Drive	AA	Gambrills	21054-1058	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
Cell: 410-991-2652	410-674-6042	Spolnicki.Hank@hq.	Sappington Hill			
Logical Project Limits	ROADWAY: MD 32	BarrierName				
NB MD 32 just north of Sappington Station Road						
RESPONSE	INQUIRY			2nd Contact		
MD 32 not fully controlled access hwy; home built in 1995; comm not eligible for Type II			just bought home; highway noisier than first observed; plans for barrier?			
Last Contact	Researcher	Primary SHA Contact				
10/16/2002		Nicole	Construction Projects			
FILE LOCATIO	OTHER	Current committmen				
		none				
Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late	n/a		
LAST action	10-16-02 Capt. Spolnicki e-mailed & called; Nicole spoke w/him; said OED/NAT needed to research area & would get back to him by phone or e-mail					
Comments: This field can not be sorted or searched.; OPPE or Hwy rep.current type 1 inf						
10-2002 EO's Dist. 33 Sen. Robert R. Neall; Dels. Robert C. Baldwin, David G. Boschert; Janet Greenip; AA Cncl Bill D. Burlison						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\			
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Account Identifier: District - 04 Subdivision - 677 Account Number - 90082148

**Owner Information**

Owner Name: ~~STOUFFER, PAUL E~~ ~~STOUFFER, JACKALYN M~~ *7 Sold 9/30/2002* Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 1527 SAPPINGTON DR Deed Reference: 1) / 6886/ 352  
 GAMBRILLS MD 21054-1058 2)

**Location & Structure Information**

Premises Address	Zoning	Legal Description
1527 SAPPINGTON DR GAMBRILLS 21054		LT 31 1527 SAPPINGTON DR SAPPINGTON HILL
<b>Map</b>	<b>Grid</b>	<b>Parcel</b>
30	1	397
<b>Subdivision</b>	<b>Section</b>	<b>Block</b>
677		31
<b>Lot</b>	<b>Group</b>	<b>Plat No:</b>
	81	Plat Ref: 161/ 43
<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>	
<b>Primary Structure Built</b>	<b>Enclosed Area</b>	<b>Property Land Area</b>
1995	2,575 SF	23,849.00 SF
<b>County Use</b>	<b>Stories</b>	<b>Basement</b>
	2	YES
	<b>Type</b>	<b>Exterior Siding</b>
	STANDARD UNIT	SIDING

**Value Information**

	Base Value	Value As Of 01/01/2002	Phase-in Assessments As Of 07/01/2002	Phase-in Assessments As Of 07/01/2003
Land:	64,960	84,960		
Improvements:	179,260	224,080		
Total:	244,220	309,040	265,826	287,432
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: SAPPINGTON HILL DEVELOPMENT CORP Date: 12/29/1994 Price: \$270,385  
 Type: IMPROVED ARMS-LENGTH Deed1: / 6886/ 352 Deed2:  
 Seller: KING, EVELYN E Date: 08/23/1993 Price: \$1,170,000  
 Type: NOT ARMS-LENGTH Deed1: / 6184/ 621 Deed2:  
 Seller: Date: Price:  
 Type: Deed1: Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

\* NONE \*

*EO's - DIST. 33. Sen. Robert R. Neall  
 Dels. Robert C. Baldwin  
 David G. Bosehart  
 Janet Greenup*

*DD's - Dist. 4.  
 Bill D. Burlison*

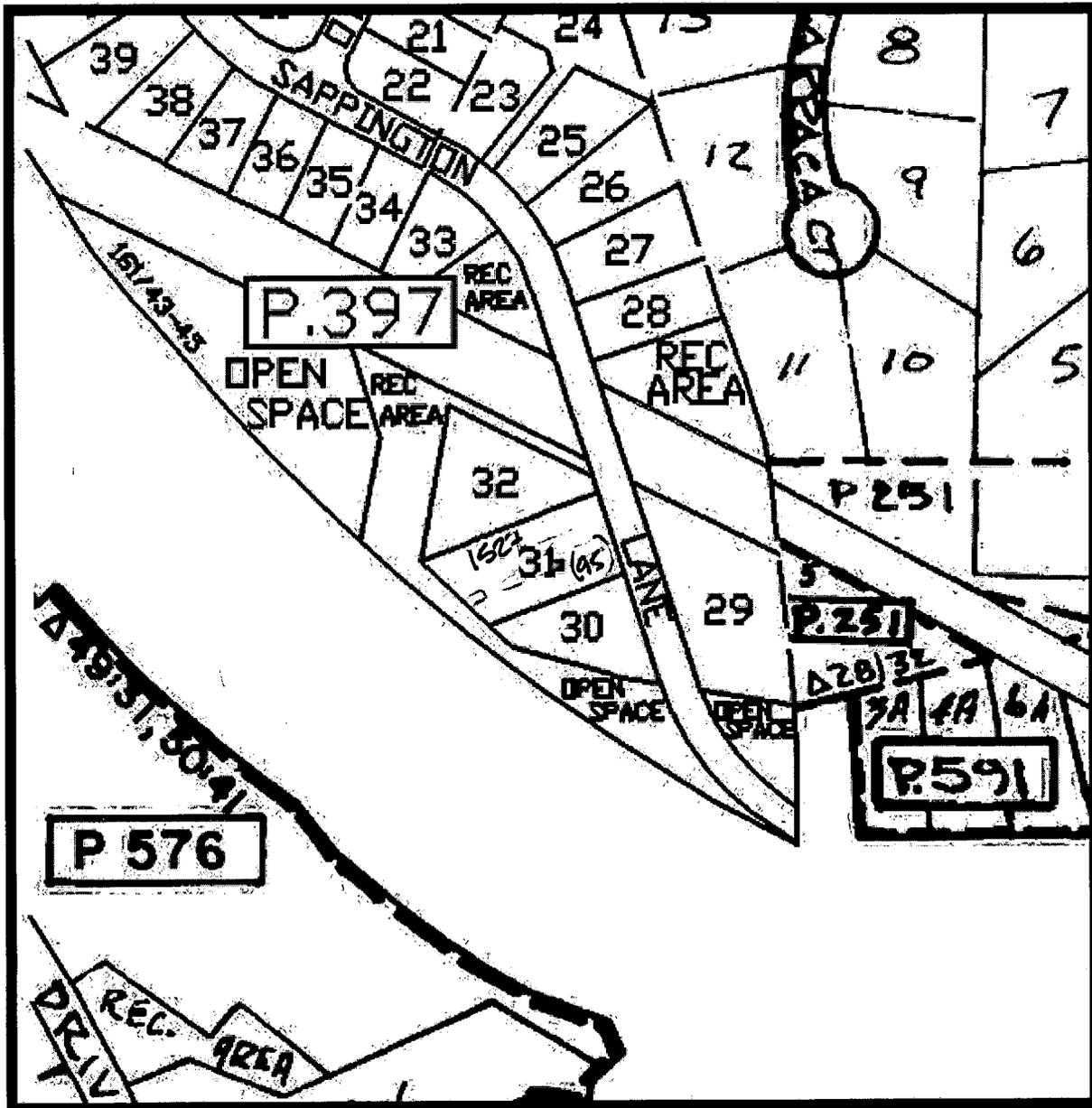
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**Maryland Department of Transportation  
State Highway Administration**

426

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

October 11, 2002

Ms. Bernice Stossel  
Community Manager  
Vanguard Management Associates  
P.O. Box 39  
Germantown MD 20875-0039

Dear Ms. Stossel:

This letter is a follow-up to the September 17, 2002 Board Meeting of the Stonebridge Homeowners Association to provide additional information to the officers and members of the Association Board regarding the proposed sound barrier along MD 28 near Muddy Branch Road in Montgomery County. State Highway Administration (SHA) representatives, Messrs. Kenneth Polcak and Douglas Mills attended the meeting to discuss the project. I appreciate the opportunity to provide this information.

Attached is a summary document outlining our understanding of the outcome of the proceedings and includes SHA's responses to the several questions raised by the Association Board members. It is our understanding that the authorization for SHA to proceed with soil borings and other related preliminary fieldwork has been granted by the Board. We appreciate your prompt response and cooperation in facilitating this work.

In assessing the potential for placing the barrier within SHA right-of-way (at the base of the berm, next to the sidewalk), it is our determination that this barrier placement would not be feasible for several reasons. There would be conflicts with several existing utilities that would be avoided with the barrier atop the berm. In addition, an undesirable safety condition for pedestrians from potential errant vehicles would be created with the barrier in sidewalk location; a person on the sidewalk would have no escape route should such a situation arise. Finally, the barrier would need to be at least 4 to 6 feet taller on average, and there would be no room for landscaping in front of the wall. This situation would, in our view, be very stark and unattractive as compared to placing a shorter, yet equally effective, barrier on top the berm. Placement of the barrier on top the berm would maintain the general appearance of the site similar to its present state, with attractive landscaped areas along the front face of the berm.

The next step in our process will be to continue our discussions with Stonebridge to secure concurrence with the overall SHA proposal to build the sound barrier on top of the berm. We look forward to continuing this effort, including discussion of aesthetic issues related to landscaping and the barrier surface treatment. We will follow-up with you to finalize the sound barrier issue, once the Board and your agency have had the opportunity to review and discuss this additional information.

My telephone number is \_\_\_\_\_

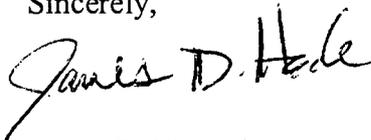
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Bernice Stossel  
Page Two

Thank you for your continuing interest in the State's Sound Barrier Program. If there are any additional questions, or if you need more information, please feel free to contact me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). You may also contact Mr. Polcak at 410-545-8601 or 1-800-446-5962 or, by e-mail, [kpolecak@sha.state.md.us](mailto:kpolecak@sha.state.md.us). We look forward to being able to assist you.

Sincerely,



James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration  
The Honorable Phil Andrews, Member, Montgomery County Council  
The Honorable Jean Cryor, Member, Maryland House of Delegates  
Mr. Timothy Henderson, President, Stonebridge Homeowners Association  
The Honorable Richard LaVay, Member, Maryland House of Delegates  
Mr. Douglas E. Mills, District Right-of-Way, State Highway Administration  
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, Office of Environmental Design, State Highway Administration  
The Honorable Jean W. Roesser, Member, Senate of Maryland  
The Honorable Mark K. Shriver, Member, Maryland House of Delegates  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Ms. Bernice Stossel  
Page Three

bcc: Mr. David Parkhurst, Engineer, Office of Materials and Technology, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 09-17-2002 Stonebridge Homeowners Association meeting, attended by Mr. Doug Mills and Mr. Ken Polcak, to provide responses to questions from the Association at that meeting

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**Follow-up Action Items and Meeting Summary**

October 3, 2002

Stonebridge Community Association Board Meeting to discussion noise barrier proposal related to MD 28 improvements.

Meeting date : Tuesday, September 17, 2002

Location: Stonebridge Community Association clubhouse room

Attendees from SHA: Ken Polcak – OED, Noise Abatement Team  
Doug Mills – District 3 ROW

Other Attendees : Stonebridge Homeowners Association Board members and residents  
Representatives of Vanguard Management Associates

**Purpose of Meeting**

- Bring current Board up to date on status of MD 28 project and review of detailed design proposal for sound barrier east of Muddy Branch Road. (There has been an approx. one-year time lapse since last contact. (some Board members have changed, including President).
- Boring crew arrived at site several weeks prior, and were denied access through homeowner intervention and subsequent contact with community legal rep. Apparently, notification was not received by proper community reps. SHA will explain need for soil borings and other activity as related to the proposed sound barrier for the MD 28 project.

**SHA proposal – Summary**

- Build 8-foot high barrier using Superior Concrete system (Woodcrete) to be built on top of community earth berm. Property is community “open-space”, not involving individual property owners.
- Because the sound barrier would be located on community property, upon it’s completion, the sound barrier would become the property of Stonebridge community (i.e. maintenance, etc. would be responsibility of Stonebridge, not SHA)
- Engineering design (i.e. structural) requires soil borings from the berm area (on community property). SHA needs written approval from Board to proceed (verbal OK was given at the meeting). To preserve schedule, written approval is needed by 9/28/02.
- Replacement and enhancement landscaping would be provided as part of the barrier system construction.
- Information on cost of the proposed system (particularly current estimated square footage of barrier) will be provided to the Board. The Board wishes to know how much barrier is involved to have a handle on potential replacement cost should that be required in futuré.

**Follow-up / additional information to be provided to Board through Ms. Bernice Stossel (Vanguard Management)**

Five major questions/information requests were made to SHA by the Board:

- 1. Potential replacement cost (i.e. proposed square footage of wall).
- 2. Warranty/life-expectancy of the barrier system.
- 3. Information on anti-graffiti protection.
- 4. Potential for use/placement of climbing vines as part of the replacement/supplemental landscaping.
- 5. What is the distance from the MD 28 curb line to the SHA right-of-way line along the length of the earth berm area?

Responses:

- 1) Estimated square footage of noise barrier – 9,300 sq. ft. (current estimate of \$12.00/sq.ft.)
- 2) According to product literature, 5-year material and labor warranty on the project is offered by the material supplier. (Brochure was provided to the Board for their review).
- 3) An assessment of the need for anti-graffiti coating of the noise barrier system will be conducted, based on anticipated areas of access to the wall face.
- 4) Vines can be included in the supplemental landscaping that will be part of the barrier construction.
- 5) Right-of-way line varies slightly from 7-10 feet from the existing curb line. Road construction project will actually see a shift of the curb away from the community about 7 feet down near Muddy Branch Road, transitioning down to about 1 foot in vicinity of the middle two townhouse groups, then back out to about 3 feet for the last 400 feet down to the pre-school entrance drive. Except for the area near Muddy Branch Road (where right-of-way would be about 10 feet from sidewalk), the right-of-way line will be within about 3 feet of the proposed 5-foot wide sidewalk.



**Maryland Department of Transportation  
State Highway Administration**

431

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

November 21, 2002

Ms. Valerie G. Sponaugle  
Mbmusicbox@excite.com  
1385 Ridge Commons Boulevard  
Hanover MD 21076-1140

Dear Ms. Sponaugle:

Thank you for your recent e-mail message regarding a sound barrier for the Ridge Commons community along westbound MD 100 east of the MD 100/MD 713 interchange in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. In the 1987 Final Environmental Impact Statement for the most recent improvements to MD 100, the area adjacent to the Ridge Commons community (between MD 713 and Ridge Road) would be impacted by highway traffic noise from the construction of the improvements to MD 100. However, the cost for noise abatement for this area exceeded the \$40,000 cost per residence criterion in the State's Sound Barrier Policy in effect at that time. Since the Ridge Commons community did not exist in 1987, Type I noise evaluation of that area was not warranted. At this time, we have no plans to further improve this portion of MD 100 that would warrant a Type I sound barrier evaluation. If future plans were to be developed for additional improvements to MD 100, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

432

Ms. Valerie G. Sponaugle  
Page Two

The State Highway Administration has evaluated the Ridge Commons for consideration for a Type II sound barrier as outlined above. Our investigation has determined that the majority of homes in the community were constructed between 1997 and 2001, after the 1987 approval date for MD 100 near the Ridge Commons community. Based on this information, the Ridge Commons community is not eligible for our Type II sound barrier program because it postdates MD 100. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you again for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8600 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable Pamela G. Beidle, Member, Anne Arundel County Council
- The Honorable James E. DeGrange, Sr., Member, Senate of Maryland
- The Honorable Mary Ann. Love, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,  
State Highway Administration
- The Honorable James E. Rzepkowski, Member, Maryland House of Delegates
- The Honorable Theodore J. Sophocleus, Member, Maryland House of Delegates
- Mr. Greg Welker, District Engineer, State Highway Administration

Ms. Valerie G. Sponaugle  
Page Three

Bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,  
State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of  
Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2646

**Responding to letter dated:** Follow-up to 11-02-2002 e-mail message from Ms. Sponaugle to "barrier"; she believes that Ridge Commons community is eligible for a barrier and wants to start process to obtain one (majority of homes in community constructed in 2001 – postdates MD 100 and is not eligible for Type II program)

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N:\OED\NOISE\CORRESP\2002\SPONAUGLEVG01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

434

**From:** "MARCIA AMICI" <drumroll@worldnet.att.net>  
**To:** <barrier@sha.state.md.us>  
**Date:** 11/2/02 12:03PM  
**Subject:** Sound Barrier Construction

Maryland State Highway Administration  
Sound Barrier Construction  
[www.sha.state.md.us/oed/soundbar](http://www.sha.state.md.us/oed/soundbar)

I believe that my neighborhood, Ridge Commons, located in Anne Arundel county meets the general eligibility criteria for construction of a sound barrier. My home and other homes in the Ridge Commons development are adjacent and below Route 100. This busy highway generates significant noise almost 24 hours a day. Outside, conversation is difficult within a five foot radius. Beyond that it is impossible. Within my home, I hear dump trucks shifting gears, tractor trailers loads thumping over uneven road surfaces in addition to general traffic noise. Because the Ridge Commons Development is positioned below Route 100, I believe that a sound barrier would significantly reduce the noise level.

Please explore the possibility of adding a sound barrier for the Ridge Commons neighborhood. Living without a sound barrier significantly affects the quality of life for the homes in this neighborhood. Please respond by replying to [mbmusicbox@excite.com](mailto:mbmusicbox@excite.com). Thank you.

Valerie Sponaule  
1385 Ridge Commons Blvd.  
Hanover, MD 21076  
e-mail: [mbmusicbox@excite.com](mailto:mbmusicbox@excite.com)

**CC:** <[mbmusicbox@excite.com](mailto:mbmusicbox@excite.com)>

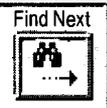
435

Customer Info. View for 2001

Monday, November 04, 2002 12:18 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2646		11/04/2002	E-mail	SPONAUGLE	Ms. Valerie G.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
1385	Ridge Commons Boulevard	AA	Hanover	21076-1140	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
		mbmusicox@excite.	Ridge Commons

Logical Project Limits | ROADWAY: MD 100 | BarrierName

WB MD 100 just east of MD 100/MD 713 interchange

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria; no Type I work planned; majority of homes constructed in 2001; postdates MD 100; not eligible for Type II barrier	believes comm eligible for barrier and wants one	
Last Contact	Researcher:	Primary SHA Contact
11/02/2002		
		Construction Projects
		None

FILE LOCATIO	OTHER	Current committmen
		sent copy of Community Resource Guide
Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 11/15/2002	
	Letter signed date	Reason Letter is Late n/a



LAST action | 11-02-02 Ms. Sponaugle e-mailed "barrier"; believes community eligible for barrier and wants one; comm postdates MD 100 (majority of homes constructed in 2001) & not eligible for Type II program

Comments: This field can not be sorted or searched.: | OPPE or Hwy rep.current type 1 inf |

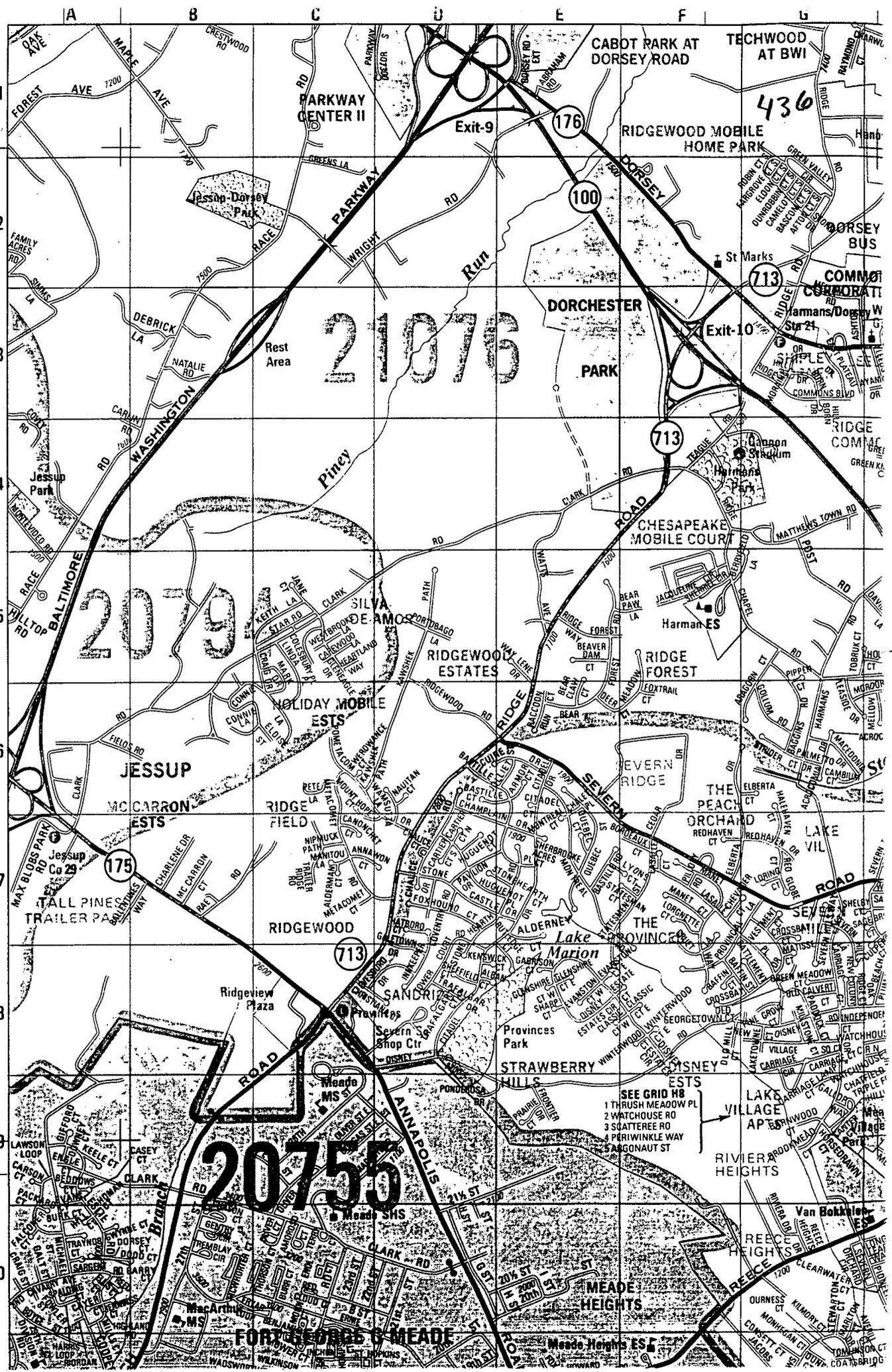
11-2002 EO's Dist. 32 Sen. James E. DeGrange, Sr.; Dels. Mary Ann Love; James E. Rzepkowski; Theodore J. Sophocleus; PG Cndl Pamela G. Beidle

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**

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5  
6  
7  
8  
9  
10  
480,000 FT  
470,000 FT  
39°07'30"  
MD GRID



Joins Map 5

- SEE GRID H8
- 1 THRUSH MEADOW PL
  - 2 WATCHOUSE RO
  - 3 SCATTEREE RO
  - 4 PRIWINKLE WAY
  - 5 ARGONAUT ST

437

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
**ANNE ARUNDEL COUNTY**  
 Real Property Data Search

[Go Back](#)  
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[New Search](#)

Account Identifier: District - 04 Subdivision - 655 Account Number - 90087518

**Owner Information**

**Owner Name:** SPONAUGLE, VALERIE G  
 AMICI, MARCI  
**Use:** RESIDENTIAL  
**Principal Residence:** YES  
**Mailing Address:** 1385 RIDGE COMMONS BLVD  
 HANOVER MD 21076-1140  
**Deed Reference:** 1) /11387/ 487  
 2)

**Location & Structure Information**

**Premises Address:** 1385 RIDGE COMMONS BLVD  
 HANOVER 21076  
**Zoning:** R5  
**Legal Description:** LT 4  
 1385 RIDGE COMMONS BLVD  
 RIDGE COMMONS

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
8	22	246		655			4	81		156/ 42

**Special Tax Areas:** Town Ad Valorem Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
2001	2,280 SF	11,496.00 SF	000000

Stories	Basement	Type	Exterior Siding
2	YES	STANDARD UNIT	SIDING

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2002	Value As Of 07/01/2002	Value As Of 07/01/2003
Land:	51,870	51,870		
Improvements:	168,300	179,350		
<b>Total:</b>	<b>220,170</b>	<b>231,220</b>	<b>223,853</b>	<b>227,536</b>
Preferential Land:	0	0	0	0

**Transfer Information**

**Seller:** OLSEN, RICHARD W  
**Type:** IMPROVED ARMS-LENGTH  
**Date:** 04/04/2002  
**Deed1:** /11387/ 487  
**Price:** \$265,000  
**Seller:** RIDGE COMMONS, LLC,  
**Type:** IMPROVED ARMS-LENGTH  
**Date:** 04/11/2001  
**Deed1:** /10308/ 637  
**Deed2:** /10308/ 637  
**Price:** \$245,220  
**Seller:** A Q CORP  
**Type:** MULT ACCTS ARMS-LENGTH  
**Date:** 01/22/1998  
**Deed1:** / 8250/ 494  
**Deed2:** / 8250/ 494  
**Price:** \$2,200,000

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

\* NONE \*

*EO's - D157.32 - Sen. James E. DeGrange, Jr.*

*Debs. Mary Ann Love*

*James E. Rzepponski*

*Theodor J. Sophocleous*

*MS Co. Pamela G. Beidle*

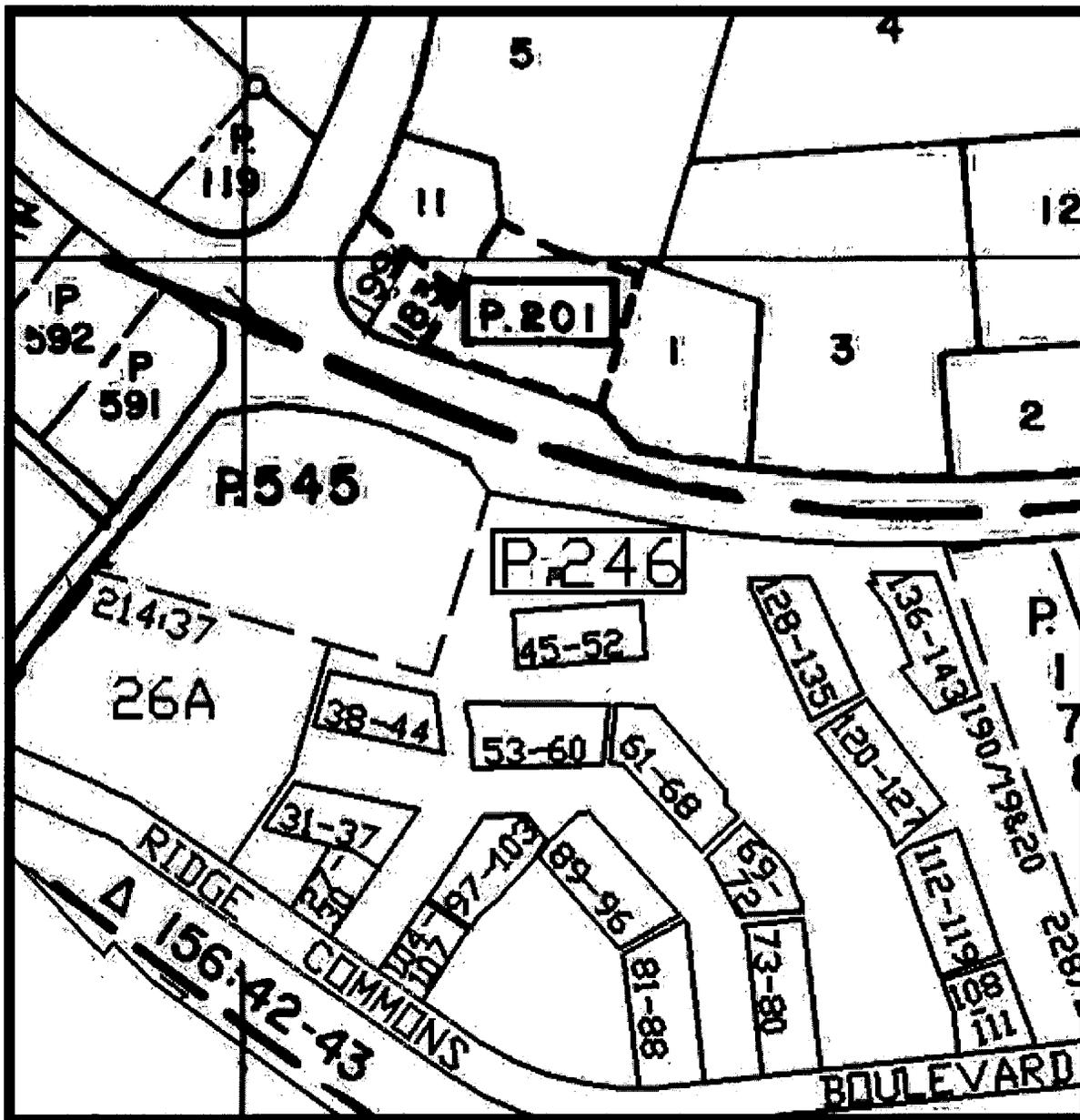
438



Maryland Department of Assessments and Taxation  
ANNE ARUNDEL COUNTY  
Real Property Data Search

Go Back  
View Map  
New Search

District - 04 Subdistrict - 655 Account Number - 90087518



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)



**Maryland Department of Transportation**  
**State Highway Administration**

439

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 9, 2002

Ms. Bernice Stossel  
Community Manager  
Vanguard Management Associates  
P.O. Box 39  
Germantown MD 20875-0039

Dear Ms. Stossel,

This letter is a follow-up to recent telephone conversations between Mr. Timothy Henderson, President of the Stonebridge Homeowners Association, and Ms. Nicole Ross, of our staff, regarding the proposed sound barrier project along MD 28 near Muddy Branch Road in Montgomery County. Mr. Henderson provided your name as the contact for the Association. I appreciate the opportunity to provide the following information.

As you are aware, the Stonebridge community is eligible for a sound barrier under the Type I portion of the State's Sound Barrier Program. The homeowners in the community that will be impacted by the highway improvement project have returned ballots provided by the State Highway Administration (SHA) and at least 75 percent of these impacted homeowners have agreed to the construction of the barrier, which meets one of the State's reasonableness criteria.

As part of the project design process, SHA must perform surveys and soil boring samplings in the project area in the community. When our geo-technical crew recently went into the community to perform the required soil borings, they were asked to leave the area without being able to perform the required work. Mr. Douglas Mills, of our District staff, informed Ms. Ross that the crew was asked to leave the area because they lacked right-of-entry permission. In an effort to resolve potential conflicts with the proposed project, Mr. Mills immediately notified Mr. Henderson about the situation. In order for the project to remain on schedule, SHA needs to obtain written authorization from you in order to perform the necessary soil borings. If this request is acceptable to the Board, please provide the written authorization by no later than September 28, 2002.

It is our understanding that the Stonebridge Homeowners Association is scheduled to meet on September 17, 2002 and that one of the topics on the meeting's agenda will be access rights. Mr. Kenneth D. Polcak, the Environmental Analyst on our Noise Abatement Team, is planning to attend the meeting to address any questions or concerns the Association may have regarding the proposed sound barrier.

My telephone number is \_\_\_\_\_

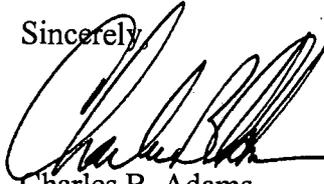
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Bernice Stossel  
Page Two

Thank you for your assistance in this matter and interest in the State's Sound Barrier Program. If you have any questions or concerns before the September 17 meeting, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: The Honorable Phil Andrews, Member, Montgomery County Council  
The Honorable Jean Cryor, Member, Maryland House of Delegates  
Mr. Timothy Henderson, President, Stonebridge Homeowners Association  
The Honorable Richard LaVay, Member, Maryland House of Delegates  
Mr. Douglas E. Mills, District Right-of-Way, State Highway Administration  
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, Office of Environmental Design, State Highway Administration  
The Honorable Jean W. Roesser, Member, Senate of Maryland  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Mark K. Shriver, Member, Maryland House of Delegates  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Ms. Bernice Stossel  
Page Three

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bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Mr. David Parkhurst, Engineer, Office of Materials and Technology, State Highway  
Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to telephone conversations between Mr. Henderson and  
Ms. Nicole Ross regarding right-of-entry permissions for SHA to perform necessary on-site  
testing (soil borings), etc.

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442

**Contract Number MO5285126**  
**Charge Number MO528B21**  
**MD 28, Eastbound From Muddy Branch Road To Approx. 1000 Feet East of Muddy Branch Road**  
**Community of Stonebridge**

**Public Information: Schedule has not been established. Will be constructed as a separate project.**

	CTP Schedule	Current Schedule
<b>Ad Date:</b>		12/03
<b>Bid Opening:</b>		
<b>NTP:</b>		3/04
<b>Survey Request:</b> Topo: Wetlands: PI Stakeout: 5/21/2002		<b>Survey Completed:</b> Topo: Wetlands: PI Stakeout:
<b>PI Held:</b> informal 5/21/02 <b>PI Report Approved:</b>		<b>Wetlands:</b> Wetland report:
<b>Final Review:</b> 8/03		<b>Soil Borings:</b> Requested: may not be needed. Received:
<b>Right-of Way Required:</b> In Fee: Construction Easement: Right-of-Entry Agreement		<b>OBD Rep:</b> Consultant: WTB (Stephenson & Good LA's) Contractor: Supplier OED Rep: Gary Wantz
<b>Community Meeting Held:</b>		<b>Community Concurrence (75%):</b>

Estimates:	Neat	With Additives
1. Programmed (Conc Memo)	\$312,525	\$ 357,841
2. Ad Schedule	\$ 1	\$ 1
6. PS&E:	\$ 1	\$ 1
8. Bid	\$ -	\$ -
<b>Overhead rate</b>	<b>14.40%</b>	

**Action:** Project manager to contact District ROW to initiate Real-estate work for construction. OED to meet w. FHWA to seek concurrence to build barrier and give to community.

**Current Status: 8/26/02:** Since the president of the homeowners association (Timontly Henderson) stopped the lab from doing the borings we are negotiating with him to get back on the property and set up a PI and get on with the schedule. We may have to attend the next homeowners meeting on Tuesday 9/17/02. Wilson T. Ballard was given direction to go with the 5' panel approach instead of the 12' to make it easier to install the noise wall.

**May 23, 2002:** Jim met w. CBA: approach Dan Johnson FHWA to seek concurrence on turning barrier over to community after construction (we can put a 5 year warranty on the wall for the community's comfort if necessary). If FHWA approves, contact community rep and propose same, indicating that row donation would not be needed, etc.

**May 21:** Team took consultant and LA consult to field to review and to stake out alignment for design of fence-crete barrier. Consultant will followup with survey of alignment.

**May 17, 2002:** Team met at OED Discussed how to construct barrier with no utility impacts: recommended result is Fence-crete type wall. Will approach FHWA after plans are drafted. Charlie has asked to look into reasonableness of adding to contract as red-line revision. OED will prepare plans and estimate for submission to Dep-Admins (PE & Operations). FHWA meeting may be needed.

**March 15, 2003:** Received approval for PE and Construction Funding. Submitted for approval for PE AND Construction with ad date of 12/03

443

From: NICOLE ROSS  
To: TED SEVERE  
Date: 9/5/02 3:48PM  
Subject: Mr. Henderson's Mailing Address

Ted,

Mr. Henderson's address is:

Mr. Tim Henderson  
14213 Secluded Lane  
North Potomac, MD 20878 - 4336

} PRESIDENT JP Assoc.  
" Stonebridge Homeowners Association "

Thanks for your help,

Nicole

8-5-02

MD 28 - Stone bridge

Attorney: Mr. Gordon  
Braum Truck

Phone No: 1-301-513-0613

STONE BRIDGE HOME OWNER  
ASSOCIATION BOARD

DB - Right - of - Way  
Dog Mills - 301-513-7490  
DAVE PARK HURST - 410-321-3187  
Arrange for borings  
↳ Brooklandville



**Maryland Department of Transportation  
State Highway Administration**

444

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

October 30, 2002

Ms. Jennifer A. Strasburger  
7529 Bradley Boulevard  
Bethesda MD 20817-1450

Dear Ms. Strasburger:

This letter is a follow-up to your recent e-mail inquiry regarding a sound barrier to protect the Bethesda Overlook community, located on the outer loop of I-495 just north of the Bradley Boulevard bridge over I-495 in Montgomery County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA is considering various transportation capacity improvements for the entire I-495 corridor. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including noise level impacts. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost. Ms. Sue Rajan, with SHA's Office of Planning and Preliminary Engineering, may be able to offer you additional information on this subject. She can be reached at 410-545-8514 or, by e-mail, at [srajan@sha.state.md.us](mailto:srajan@sha.state.md.us). She will be happy to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

445

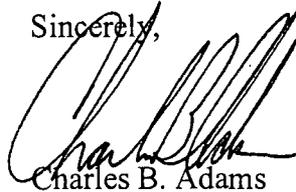
Ms. Jennifer A. Strasburger  
Page Two

The Bethesda Overlook community has been evaluated for a sound barrier under the Type II portion of the State's Sound Barrier Program as outlined above. It was determined that all of the town homes that comprise the Bethesda Overlook community were constructed in 1980, after the 1964 opening date of I-495. Based on this information, the Bethesda Overlook community is not eligible for our Type II sound barrier program because the community postdates I-495. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

The sound barrier that you referred to is currently under construction for the Burning Tree Estates community, located along the outer loop of I-495 from the Bradley Boulevard bridge to near River Road. There are no plans to extend the barrier northward along the outer loop of I-495 from the Bradley Boulevard bridge. The majority of the homes in the Burning Tree Estates community being protected by this sound barrier predate the 1964 opening of I-495.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Jean B. Cryor, Member, Maryland House of Delegates  
The Honorable Howard A. Denis, Member, Maryland House of Delegates  
The Honorable Richard La Vay, Member, Maryland House of Delegates  
The Honorable Jean W. Roesser, Member, Senate of Maryland  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Mark K. Shriver, Member, Maryland House of Delegates  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

446

Ms. Jennifer A. Strasburger  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 10-19-2002 e-mail inquiry from Ms. Strasburger to  
"barrier" wanting to know if the sound barrier currently under construction will be extended  
north of Bradley Boulevard (on the outer loop of I-495) to protect the Bethesda Overlook  
community of town homes.

Saved: 10/22/02 1:55 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\STRASBURGERJA01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

447

Customer Info. View for 2001

Tuesday, October 22, 2002 02:28 PM

TSevere

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2641		10/22/2002	E-Mail	STRASBURGER	Ms. Jennifer A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
7529	Bradley Boulevard	MO	Bethesda	20817-1450	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
	301-469-0044	Jennifer.Strasburge	Bethesda Overlook			
Logical Project Limits	ROADWAY	I-495	BarrierName			
outer loop I-495 just north of Bradley Blvd overpass/bridge						
RESPONSE	INQUIRY			2nd Contact		
provided Type I & II criteria; I-495 being studied for poss. future capacity improvements; highway to be studied for Type I impacts; fails for Type II because it postdates I-495			is barrier under construction going to be extended north of Bradley Blvd?			
Last Contact	Researcher	Primary SHA Contact				
10/19/202						
FILE LOCATIO	OTHER	Current committmen	Construction Projects			
		enclosed copy of Community Resource Guide	None			
Do we owe a letter?	Letter Commit due date	10/30/2002				
<input checked="" type="checkbox"/>	Letter signed date		Reason Letter is Late	n/a		
LAST action	10-19-2002 Ms. Strasburger e-mailed "barrier"; is barrier under construction going to be extended to protect her community?					
Comments: This field can not be sorted or searched. OPPE or Hwy rep.current type 1 inf						
10-2002 EO's Dist. 15 Sen. Jean W. Roesser, Dels. Jean B. Cryor, Richard La Vay, Markl K. Shriver, MO Cncl Howard A. Denis						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\			
Consultant Fir						1-888-375-1975 outside MD

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From: "Jennifer Strasburger" <Jennifer.Strasburger@verizon.net>  
 To: <barrier@sha.state.md.us>  
 Date: 10/19/02 1:07PM  
 Subject: Construction of Sound Barrier Walls in Montgomery County

Hello,

There is currently a sound abatement project going on along the outer loop of I495 near Bradley Blvd. A sound abatement

wall is being constructed from Bradley Blvd southward along the outer loop. It looks like it will possibly extend as far south as River Road. I would like to know if the project will also extend northward from Bradley Blvd along the outer loop. I live in a group of nineteen townhouses along Bradley that are close to the beltway but on the north side of Bradley Blvd. (Bethesda Crescent townhouses, 7901 - 7937 Bradley Blvd). It the noise abatement wall were extended 100 yards to the north of Bradley Blvd along the outer loop, the residents of this townhouse community would benefit greatly. The townhouses were built at about the same time as the houses that line the beltway on the south side of Bradley Blvd. Please let me know.

Thank you.

-Jennifer Strasburger  
 7529 Bradley Blvd.  
 Bethesda, MD 20817-1450  
 ph: 301-469-0044  
 e-mail: jennifer.strasburger@verizon.net

All of these homes (1960)  
 post-date the construction of  
 the highway.

EO's DIST-15-

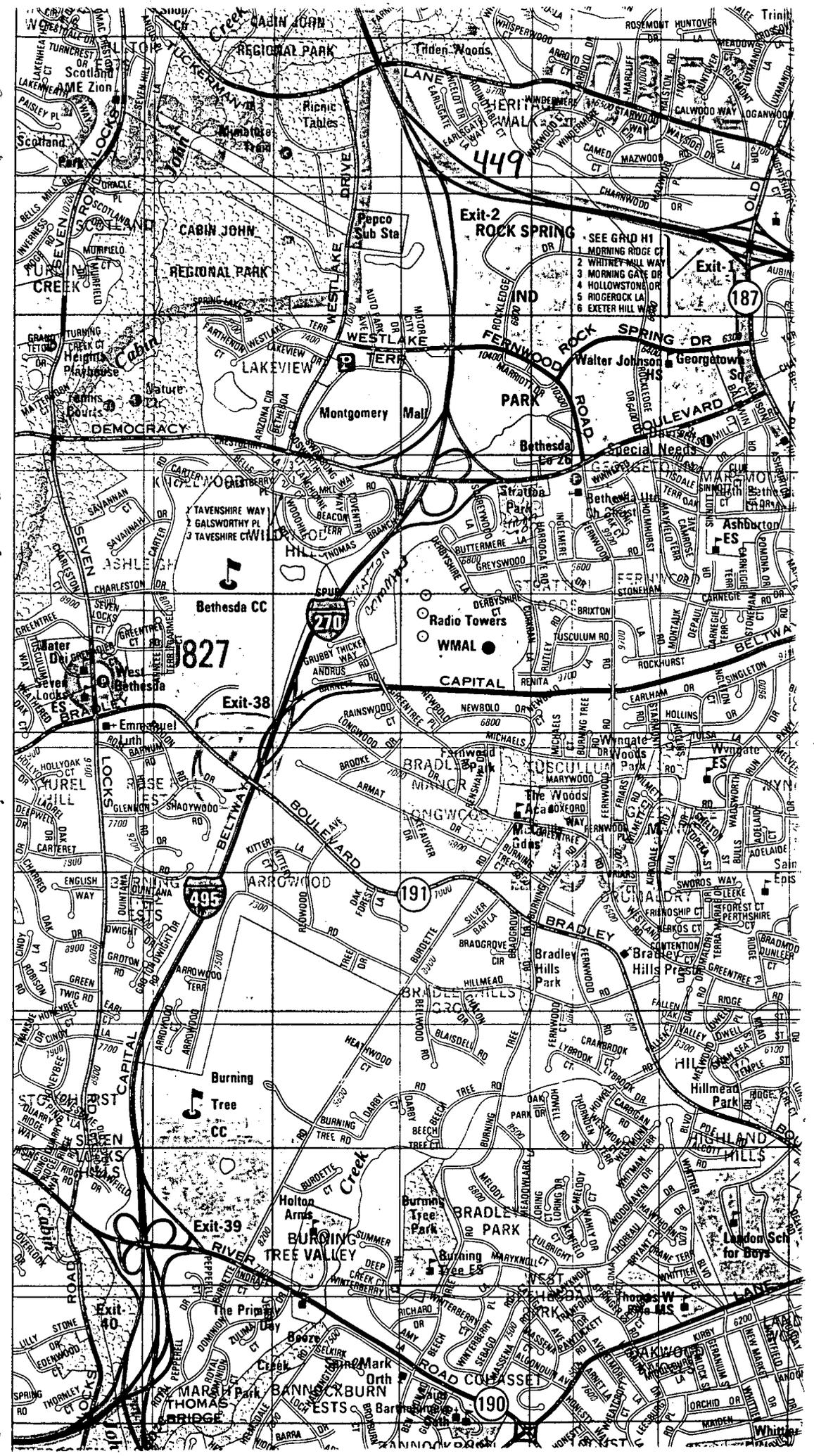
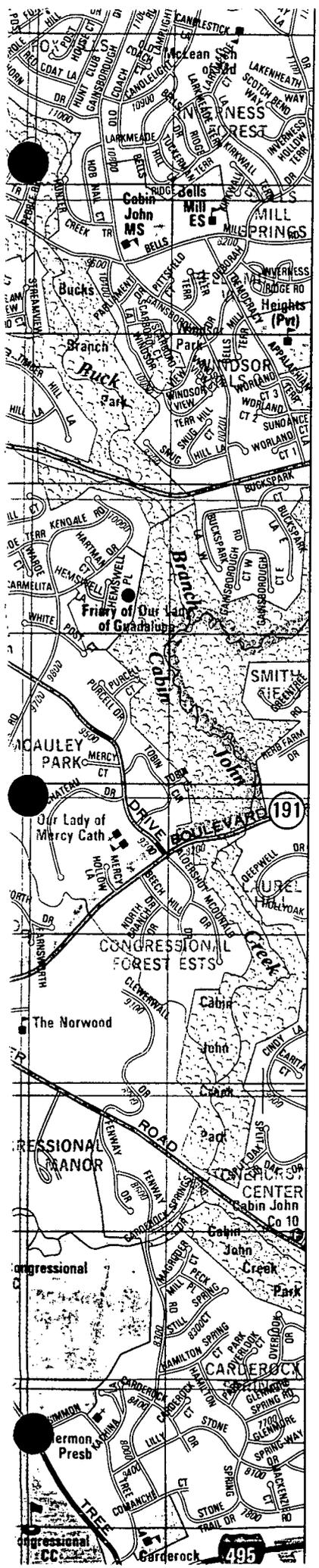
Sen. Jean W. Roesser

Del. Jean B. Cryor

Richard LaVay

Mark K. Shriver

MoCo: Hon. A. Denis



450

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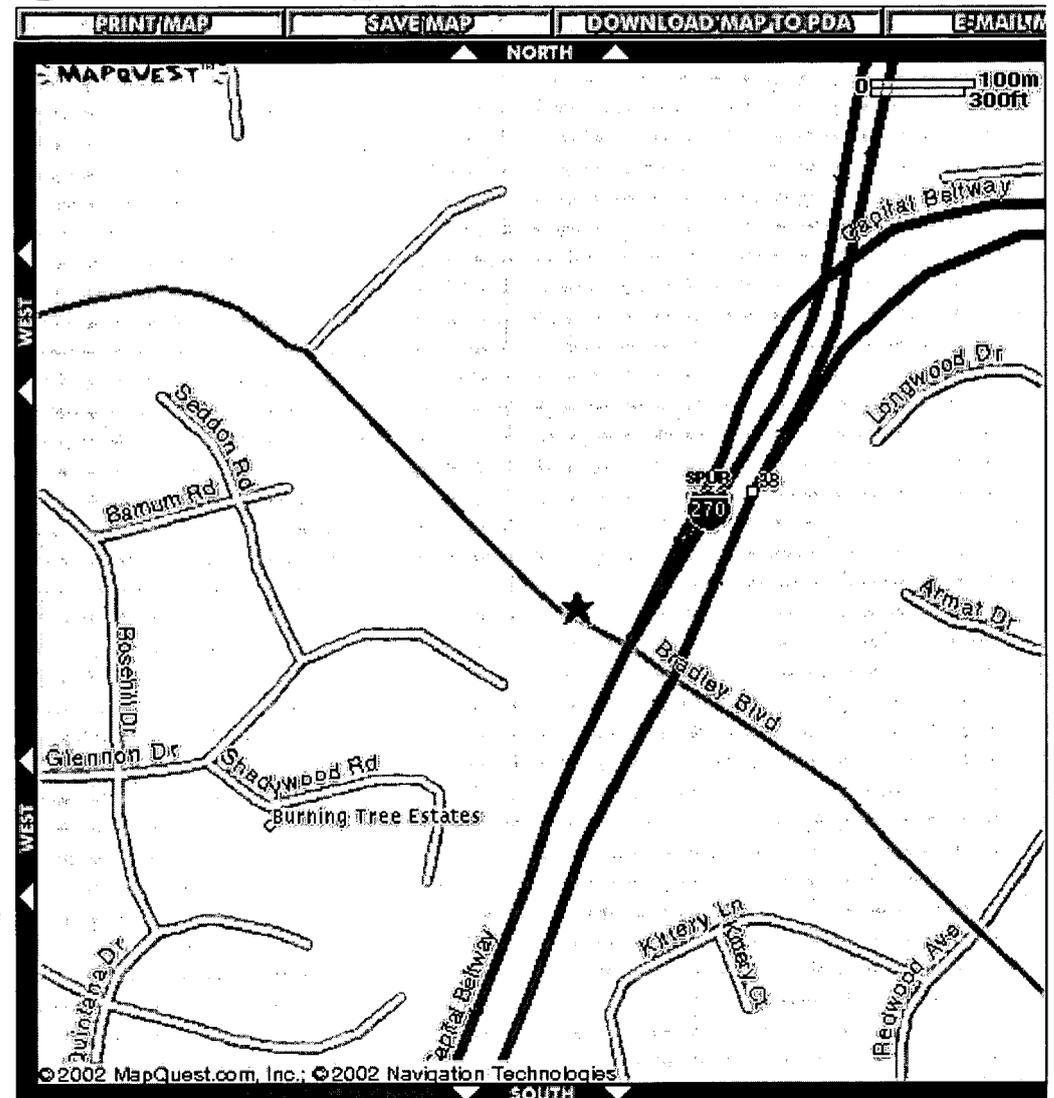
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7529 Bradley Blvd  
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20817-1450, US

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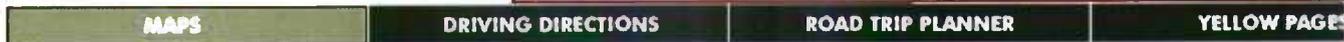
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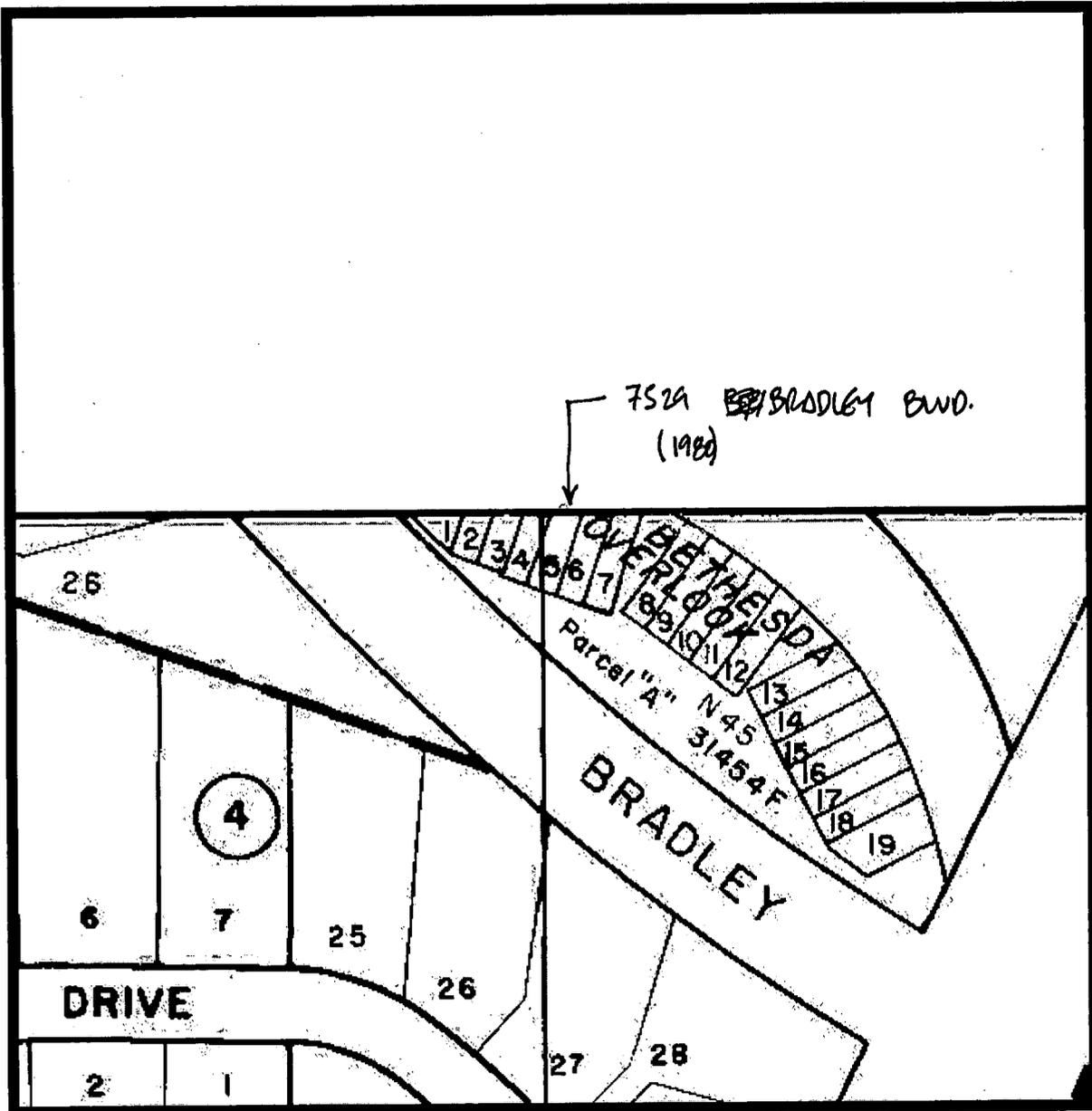
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**Maryland Department of Transportation**  
**State Highway Administration**

435

Howard Co  
0270126

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

December 10, 2002

Mr. Mashood A. Syed  
5155 Columbia Road  
Columbia MD 21044-5508

Dear Mr. Syed:

Thank you for your letter regarding a sound barrier for the Forsgate, Avalon, and Bluffs communities along southbound US 29, in the southwest quadrant of the US 29/MD 108 interchange in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or the through-capacity of an existing highway is being expanded. At this time, we have no plans to improve this portion of US 29 that would warrant a Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway-development process. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

The SHA reviewed the Forsgate, Avalon, and Bluffs area to determine eligibility for our Type II Sound Barrier Program. Our investigation indicated that the majority of the homes in these communities were constructed in the late 1980s, after the original construction of the highway. Based on this information, the Forsgate, Avalon, and Bluffs communities are not eligible for our Type II sound barrier program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide on Sound Barriers*, which outlines the State's Sound Barrier Policy.

410-545-0400 or 1-800-206-0770

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

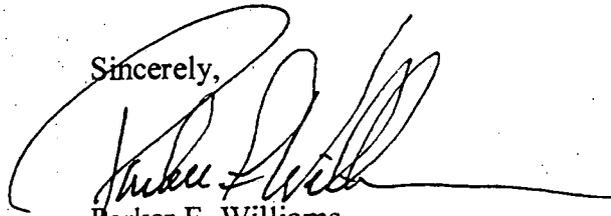
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

456

Mr. Mashood A. Syed  
Page Two

Thank you again for your letter and interest in the State's Sound Barrier Program. We regret that we are unable to offer you a more positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, Special Assistant to our Director of Environmental Design, at 410-545-8616, 1-800-446-5962, or [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Parker F. Williams  
Administrator

Enclosure

- cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration  
The Honorable Elizabeth Bobo, Member, Maryland House of Delegates  
Mr. James M. Irvin, Director, Howard County Department of Public Works  
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland  
Ms. Nicole Ross, Special Assistant to the Director of Environmental Design, State Highway Administration  
The Honorable Ken Ulman, Member, Howard County Council

Mr. Mashood A. Syed  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Mr. Robert L. Fisher, District Engineer, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:**

**Responding to letter dated:** Follow-up to 11-18-2002 letter from Mr. Syed to Mr. Parker Williams requesting consideration for a sound barrier for the Forsgate, Avalon, and Bluffs communities along southbound US 29 in the southwest quadrant of the US 29/MD 108 interchange in Howard County (Forsgate and Avalon are most likely receiving highway traffic noise impacts from US 29 and The Bluffs from MD 108 [not a fully controlled-access highway])

Saved: 11/25/02 1:16 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\SYEDMA01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

458

5155 Columbia Road  
Columbia, MD 21044  
November 18, 2002

Mr. Parker F. Williams  
Administrator  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Dear Sir:

On behalf of residents of Forsgate, Avalon and Bluffs residential communities, I hereby, petition as follows.

1. The communities of Forsgate, Avalon and Bluffs are located between Route 29 and Columbia Road, at the intersection of Route 108 (Clarksville Road) in Columbia, MD.
2. The housing complex comprises of a mixture of Townhouses and Apartment Buildings totaling about 300 housing units.
3. Route 29 is a major 3-Lane Highway which runs parallel to Interstate 95 and is an alternate link between Central Maryland and Washington DC.
4. Over the years, traffic on Route 29 has increased many folds due to tremendous growth in Ellicott City and Columbia area and for that reason this Highway had been widened from 4 to 6 Lanes between Routes 40 and 175.
5. Route 29 runs very close to our housing community and there is no barrier in-between except some trees.
6. The traffic noise generated at Route 29 is a permanent source of inconvenience and discomfort for all the residents of the community.
7. Presently Route 29 is undergoing further improvement between Routes 40 and 108 in anticipation of increased traffic volume that will eventually cause additional hardship on our community.

In view of the above, we request you to consider building a sound barrier next to our community to give us some relief from all the noise generated by the continuous flow of traffic on Route 29. Enclosed please find a site map showing the location of our communities and proposed sound barrier.

Looking for a sympathetic consideration in the matter. Please let me know if there is any particular procedure to be followed to have this petition approved.

Sincerely,

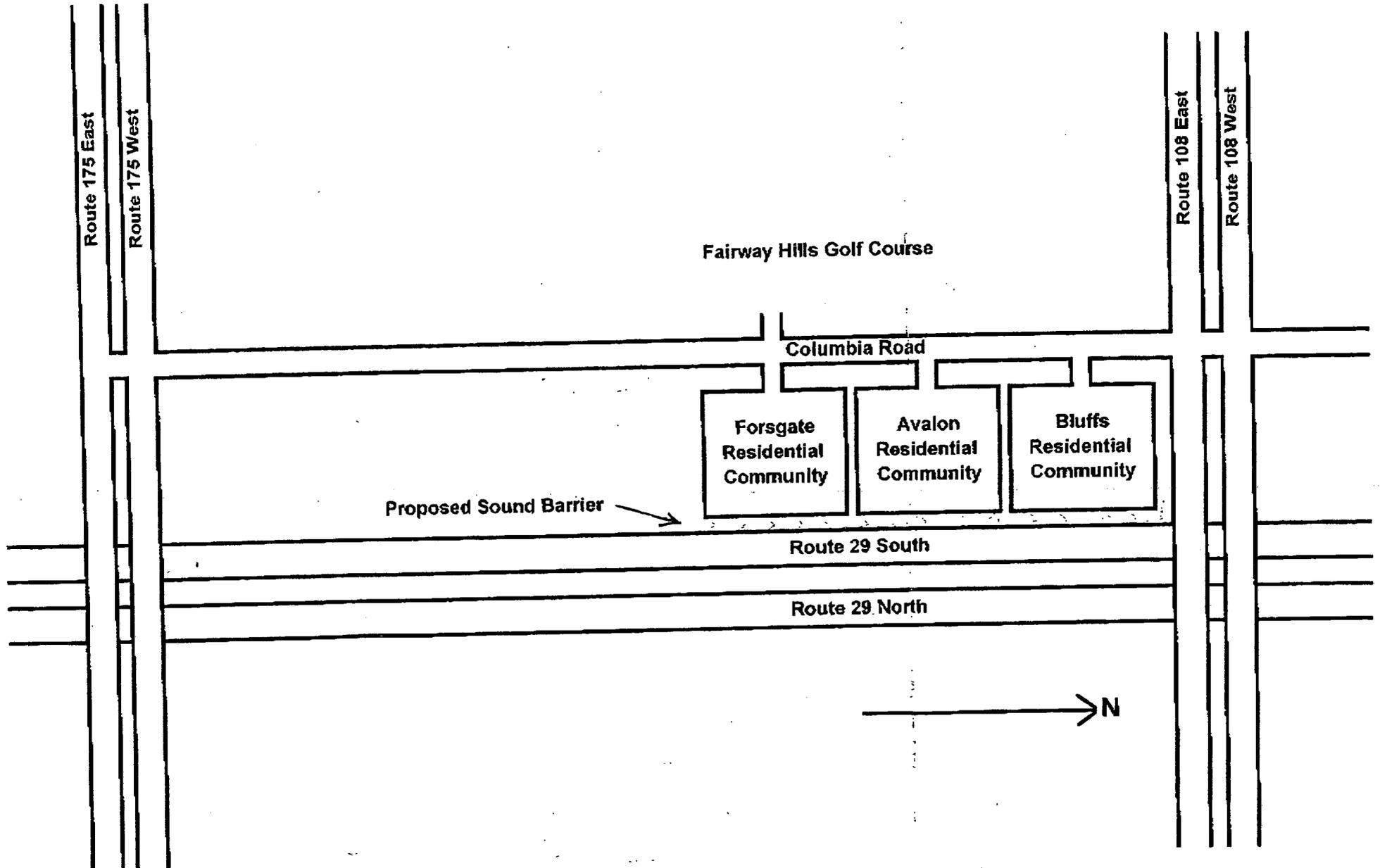


Mashood A. Syed

Cc. Mr. James N. Robey, County Executive, Howard County

LOCATION PLAN  
FORSGATE, AVALON & BLUFFS RESIDENTIAL COMMUNITIES IN COLUMBIA, MD

459





460

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DEPARTMENT OF PUBLIC WORKS

---

*James M. Irvin, Director*

November 21, 2002

Mr. Charles Adams  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

SUBJECT: Request for Sound Barriers

Dear Mr. Adams:

Reference is made to the attached letter dated November 18, 2002 from Mashood A. Syed concerning a request for sound barriers for Route 29 for the communities of Forsgate, Avalon and Bluffs. Since Route 29 is under the jurisdiction of the State Highway Administration, I am requesting that your office review this matter and advise me of the results of your review.

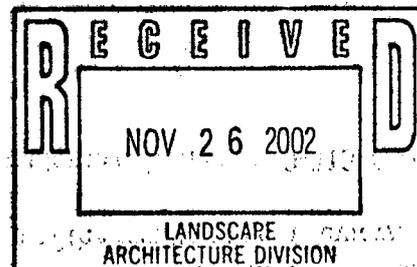
If you have any questions or require additional information, please call me at 410-313-4401.

Sincerely,

James M. Irvin, Director  
Department of Public Works

Attachment

cc: Mashood A. Syed  
James N. Robey



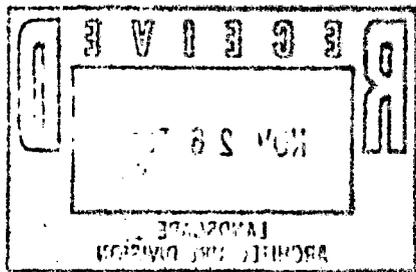
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11/26/02

Noise Team -  
Charlie has a  
copy.

Steve



462

5155 Columbia Road  
Columbia, MD 21044  
November 18, 2002

2002 NOV 21 AM 10:02

Mr. James N. Robey  
County Executive, Howard County  
3430 Courthouse Drive  
Ellicott City, MD 21043

RECEIVED  
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DIRECTOR'S OFFICE

Dear Sir:

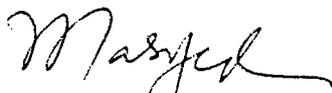
On behalf of residents of Forsgate, Avalon and Bluffs residential communities, I hereby, petition as follows.

1. The communities of Forsgate, Avalon and Bluffs are located between Route 29 and Columbia Road, at the intersection of Route 108 (Clarksville Road) in Columbia, MD.
2. The housing complex comprises of a mixture of Townhouses and Apartment Buildings totaling about 300 housing units.
3. Route 29 is a major 3-Lane Highway which runs parallel to Interstate 95 and is an alternate link between Central Maryland and Washington DC.
4. Over the years, traffic on Route 29 has increased many folds due to tremendous growth in Ellicott City and Columbia area and for that reason this Highway had been widened from 4 to 6 Lanes between Routes 40 and 175.
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7. Presently Route 29 is undergoing further improvement between Routes 40 and 108 in anticipation of increased traffic volume that will eventually cause additional hardship on our community.

In view of the above, we request you to consider building a sound barrier next to our community to give us some relief from all the noise generated by the continuous flow of traffic on Route 29. Enclosed please find a site map showing the location of our communities and proposed sound barrier.

Looking for a sympathetic consideration in the matter. Please let me know if there is any particular procedure to be followed to have this petition approved.

Sincerely,



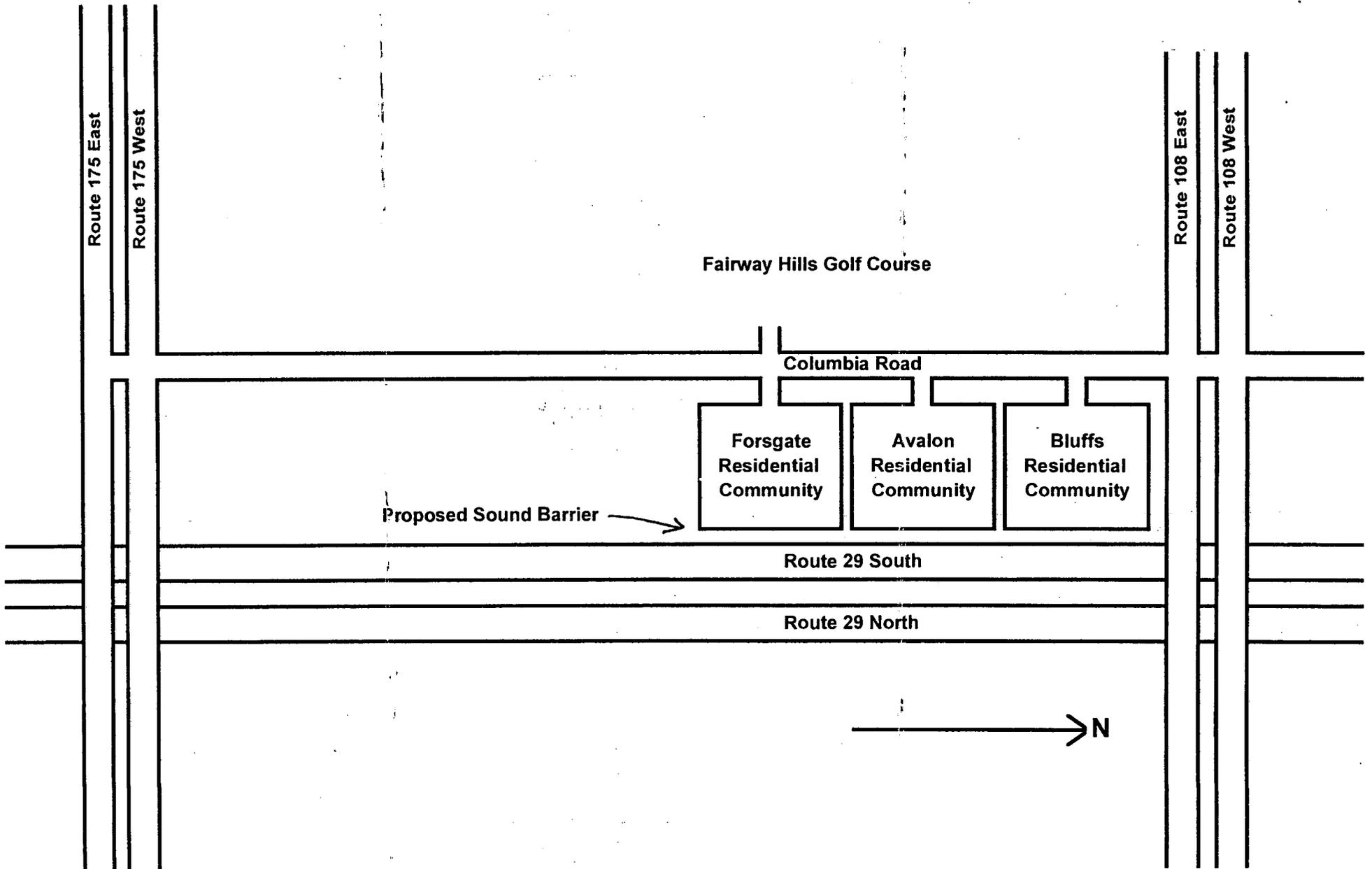
Mashood A. Syed

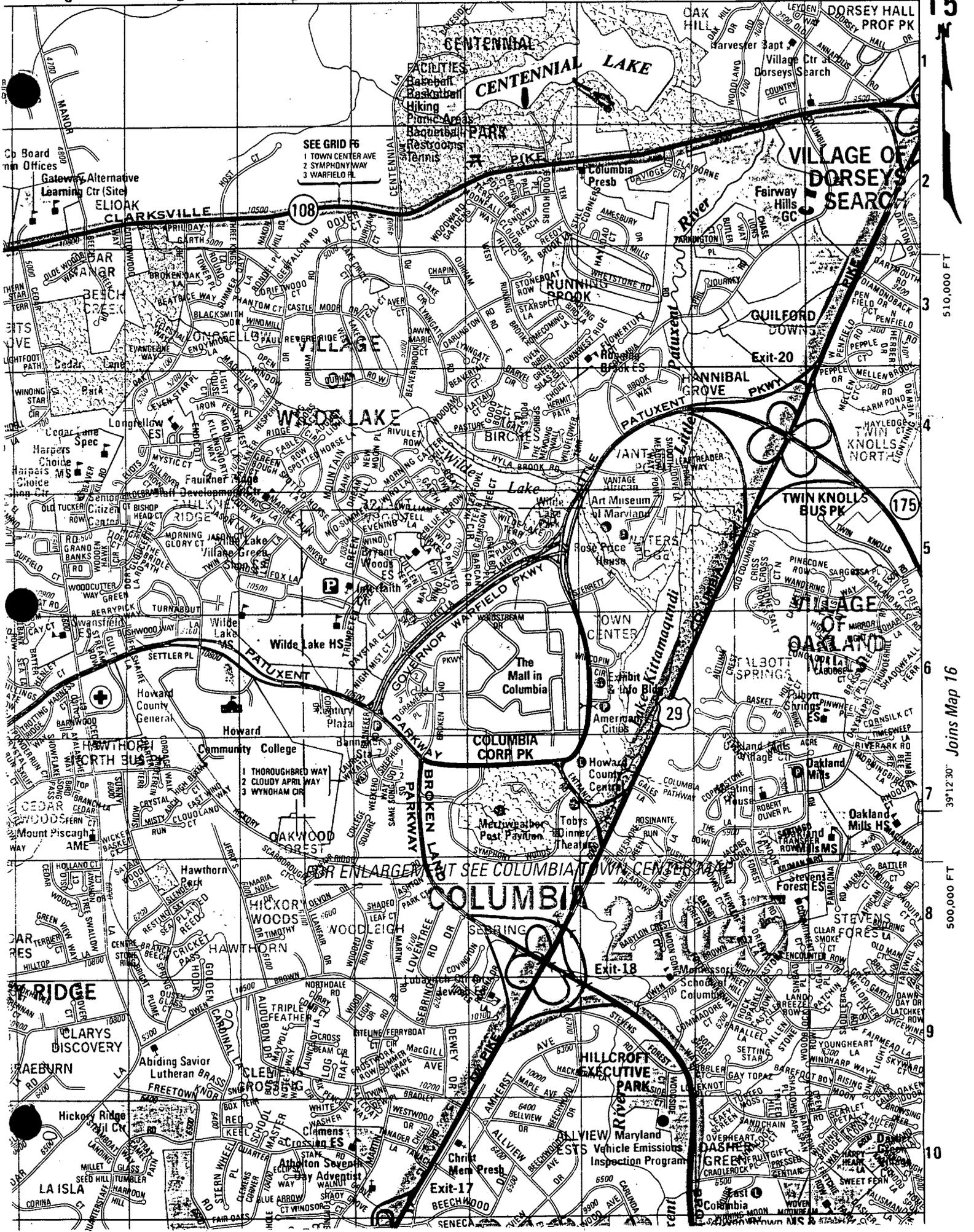
Cc. Mr. Parker F. Williams, Administrator, Maryland State Highway Administration

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2002 NOV 20 P 4: 25  
HOWARD COUNTY  
EXECUTIVE

LOCATION PLAN  
FORSGATE, AVALON & BLUFFS RESIDENTIAL COMMUNITIES IN COLUMBIA, MD

463





SEE GRID F6  
1 TOWN CENTER AVE  
2 SYMPHONYWAY  
3 WARFIELD PL

VILLAGE OF DORSEYS SEARCH

FOR ENLARGED VIEW SEE COLUMBIAN TOWN CENTER

510,000 FT

Joins Map 16

39°12'30"

500,000 FT

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**HOWARD COUNTY**  
 Real Property Data Search

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Account Identifier: District - 15 Account Number - 091452

**Owner Information**

Owner Name: SYED MASHOOD Use: RESIDENTIAL CONDO  
 Principal Residence: YES  
 Mailing Address: 5155 COLUMBIA RD UN 35 Deed Reference: 1) / 6212/ 307  
 COLUMBIA MD 21044-5508 2)

**Location & Structure Information**

Premises Address: 5155 E COLUMBIA RD Zoning: NT Legal Description: P/O PAR B 1 .6633 A  
 COLUMBIA 21044 5155 COLUMBIA RD UN 35  
 5 VIL DORSEYS SERACH S3 A1

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	8593
30	9	397					UN 35	80	Plat Ref:	

Special Tax Areas: Town Ad Valorem Tax Class: A/V, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1987	1,907 SF	28,880.00 SF	

Stories	Basement	Type	Exterior
2	YES	CENTER UNIT	FRAME

**Value Information**

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2001	Value As Of 07/01/2002	Value As Of 07/01/2003
Land:	35,000	36,000		
Improvements:	134,200	153,040		
<b>Total:</b>	<b>169,200</b>	<b>189,040</b>	<b>182,426</b>	<b>189,040</b>
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: RAMIREZ AIDA I	Date: 06/06/2002	Price: \$228,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 6212/ 307	Deed2:
Seller: JEFFERS ST CLAIR N	Date: 11/09/1999	Price: \$185,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 4937/ 383	Deed2:
Seller: KEHOE HOMES OF ALLVIEW	Date: 11/22/1989	Price: \$185,865
Type: IMPROVED ARMS-LENGTH	Deed1: / 2089/ 51	Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Special Tax Recapture:  
 Exempt Class:

EO'S - Dist 12B - Sen. Edw. J. Kasson  
 Del. Elizabeth Bobo  
 \* NONE \*  
 HOCO: (4)  
 Ken Ulman

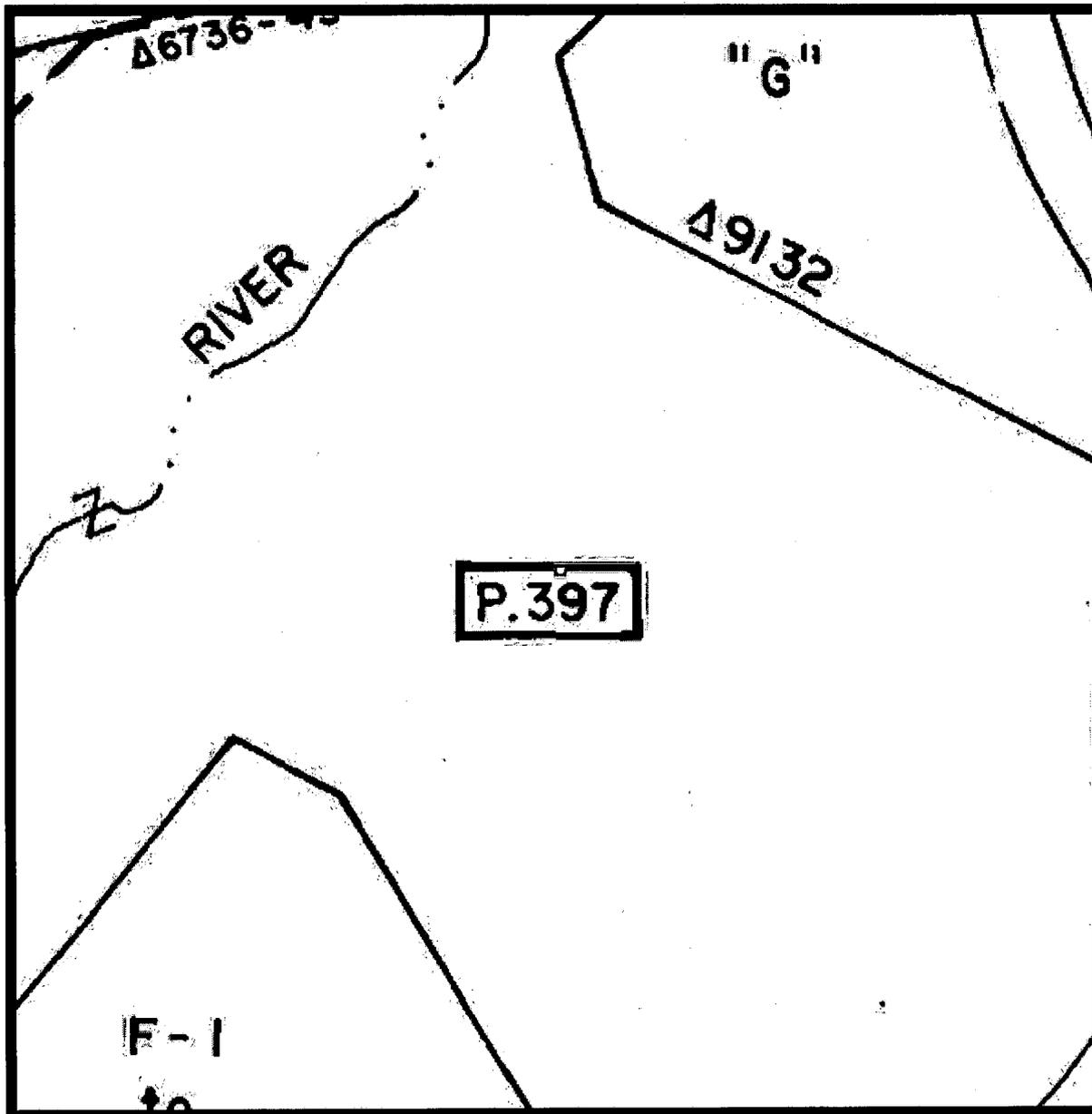
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Columbia, MD  
21044-5508, US



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US 29

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**Maryland Department of Transportation**  
The Secretary's Office

**Parris N. Glendening**  
Governor

**Kathleen Kennedy Townsend**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

February 12, 2002

Robert M. Taft, Captain, DC, USN  
9326 West Parkhill Drive  
Bethesda MD 20814-3967

Dear Captain Taft:

Thank you for your letter to Governor Parris N. Glendening regarding a sound barrier for the Locust Hill Estates community, along the inner loop of I-495 near Cedar Lane in Montgomery County. The Governor received your letter and asked me to respond to you on his behalf. He and I both appreciate the many sacrifices, which you and other members of the armed forces are called to make. I regret that noise abatement has been an added burden for you.

The State Highway Administration (SHA) analyzed the noise environment in your community and found that two homes receive noise levels of 66 decibels or greater. Because it may be possible to reduce these levels, SHA is analyzing potential ways to do so. Part of that analysis involves estimating construction costs for the different alternatives, since the State will only pay for a sound barrier when the cost does not exceed \$50,000 per benefited home. By March 2002, SHA expects to know whether it can build a sound barrier without destroying all of the existing tree cover that your community now enjoys. If a noise abatement solution is found to be feasible and meets our cost criterion, Montgomery County will need to agree to fund 20 percent of the construction cost before the State will consider funding the project.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for your interest in this very important issue. If you need further assistance, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640, 1-800-446-5962 or, by e-mail, at [cadams@sha.state.md.us](mailto:cadams@sha.state.md.us). He will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'John D. Porcari', written over a horizontal line.

John D. Porcari  
Secretary

470

Captain Robert M. Taft, DC, USN  
Page Two

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration  
The Honorable William A. Bronrott, Member, Maryland House of Delegates  
The Honorable Brian E. Frosh, Member, Senate of Maryland  
The Honorable Marilyn Goldwater, Member, Maryland House of Delegates  
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration  
Mr. Parker F. Williams, Administrator, State Highway Administration

471

Captain Robert M. Taft, DC, USN  
Page Three

bcc: James Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway  
Administration  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** WSC 7619

**OED Serial#:** None

**Noise Customer #:** 2059

**Responding to letter dated:** Follow-up to 11-27-2001 letter from Capt. Taft to Gov.  
Glendening (same message was emailed to barrier@. . . on 11-27-2001)

Saved: 12/11/01 1:35 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2001\TAFTRM01.doc

492

November 27, 2001

Captain Robert M. Taft  
9326 West Parkhill Drive  
Bethesda, MD 20814-3967

Parris N. Glendening  
The State House  
Annapolis, MD 21401

Dear Governor Glendening:

This letter is in reference to a request that was generated over two years ago regarding the completion of a sound barrier on 495 that affects the Locust Hill Estates Community in Bethesda, Maryland. The barrier exists both east and west of the Cedar Lane overpass with a small omission in the area of West Parkhill Drive. Studies were done to verify the community does indeed predate the beltway as well as noise level tests to indicate the qualification for a sound barrier.

The increased traffic on the Beltway has generated elevated noise levels and created an environment that directly affects the quality of life, as we know it. Cedar lane has been identified as a contributor to the noise levels; however, we as a community do not see tractor-trailers traveling that route and are not concerned with the noise frequency generated by the automobiles. It seems ridiculous to be arguing the merit of this barrier when it already exists to the east and west of our section. During the winter months, the lights of all the traffic shine into our windows when the foliage has disappeared and adds an additional irritation. Personally, I have invested over \$30,000 replacing every window in our home with the best state of the art Anderson replacement system to deter the noise now being heard in our home. This by no means has eliminated the problem.

Review of past Washington Post articles depicting what it took for the people living near the new 270 interchange and the extensive professional representation required to get the sound barrier. It is my opinion that this should not be necessary since we do indeed meet the requirements. Should we be looking for legal assistance in this matter, maybe we have taken the wrong approach.

Many of the residents on West Parkhill Drive including myself are health care professionals in the military. In support of our country we have been called to the present anti terrorism campaign in Afghanistan. Our continued communication with our family's we left behind seem to more focused on the noise level elevation and the unsightly vision of the traffic, not to mention all the barriers being placed in other places around the inner loop.

We physically are not in a position to travel to an office to fight our case and would like some attention to this request. It seems strange how we can support our country with our lives, yet cannot get the support from the state we support with our taxes. Your immediate attention to this matter is greatly appreciated.

Thank you in advance.



Robert M. Taft  
Captain, DC, USN

473

Office of THE GOVERNOR'S OFFICE  
MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

Letter ID: 162672  
Receive Date: 12/3/2001 12:43:11 PM  
Letter Date: 11/27/2001  
Deadline Date: 12/18/2001

From:  
Robert M. Taft  
9326 West Parkhill Drive  
Bethesda ,MD 20814-3967

Subject: NOISE BARRIER FUNDING Follow-up request for assistance in obtaining noise barriers for the Locust Hill Estates neighborhood in Bethesda.

History Log:  
Date Completed Action Taken Completed By Assigned By  
12/4/2001 08:57:32 AM Correspondence Entry H8: Demetria Hall H8: Demetria Hall  
12/4/2001 02:49:20 PM Subject Entry H8: Janet Williman H8: Janet Williman

RE-DIRECT INFORMATION

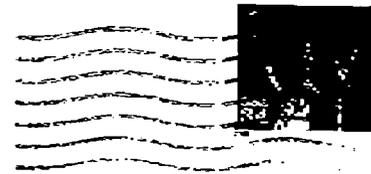
If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-directed to: \_\_\_\_\_  
Date: \_\_\_\_\_



474

Robert M. Tart, CDS  
9826 W Parkhill Drive  
Bethesda, MD 20814-3957



Parris M. Glendening  
The State House  
Annapolis, MD 21401

21401/9353 

495

Office of THE GOVERNOR'S OFFICE  
MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

Letter ID: 162672  
Receive Date: 12/3/2001 12:43:11 PM  
Letter Date: 11/27/2001  
Deadline Date: 12/18/2001

From: Robert M. Taft  
9326 West Parkhill Drive  
Bethesda ,MD 20814-3967

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RE-DIRECT INFORMATION

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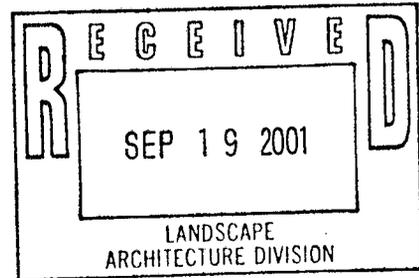
Re-directed to: \_\_\_\_\_  
Date: \_\_\_\_\_



476

September 3, 2001

Camille Taft  
9326 West Parkhill Dr.  
Bethesda, MD 20814-3967



Maryland Department of Transportation  
State Highway Administration  
Attn: James D. Hade, RLA  
P. O. Box 717  
Baltimore, MD 21203-0717

Dear Mr. Hade:

Thank-you for keeping me informed of the progress regarding the barrier for the Beltway bordering West Parkhill Dr. However, one of the reasons that was stated for the increase in the noise levels was the contribution from Cedar Lane. Why is it then that East Parkhill Dr. has a barrier - do they not have noise from Cedar Lane as well?

The contribution of Cedar Lane is a factor in the noise level no doubt but it is not the constant stream of tractor trailers that only the beltway produces on a 24/7 basis. Contrary the noise on Cedar Lane begins and ends with rush hour whereas the beltway noise never ends! This noise level has continued to increase to the point where it can be heard inside the homes with windows and doors closed. This is obviously evident by the reports that have been produced by the studies from your office. We are currently looking to replace our windows and doors for this reason.

It seems ridiculous to be arguing the merit of this barrier when it already exists to the east and west of our section. The sole fact that this development predates the beltway should be enough of a reason to have a barrier built. The substantial trees and foliage that already exist would further conceal and insulate the unsightliness that a barrier would bring to the neighborhood. During the winter months, the lights of all the automobiles shine into our windows when the foliage has disappeared.

Perhaps lack of funds at one point was a factor in not completing the section but surely enough time has past and the data exists to support the noise levels to complete this section of the sound barrier at this time. Again, for these reasons alone it should warrant the barrier.

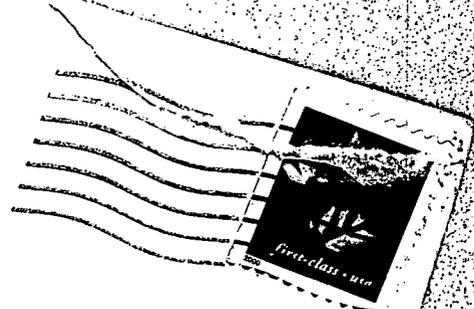
Sincerely,

A handwritten signature in cursive script that reads "Camille Taft".

Camille Taft

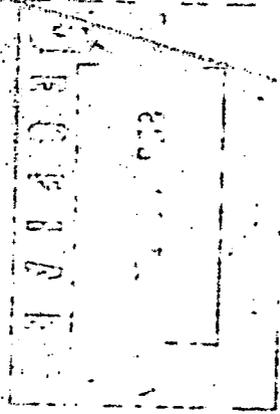
497

Robert & Camille Taft  
9326 West Parkhill Drive  
Bethesda, MD 20814



Maryland Department of Transportation  
State Highway Administration  
Attn: Ms. Natalie B. Hardy, Special Assistant to  
the Director,  
Office of Environmental Design  
P. O. Box 717  
Baltimore, MD 21203-0717

21203+0717 06



- cc: Mr. Charles B. Adams, Director, Office of Environmental Design,  
State Highway Administration
- The Honorable William A. Bronrott, Member, Maryland House of  
Delegates
- The Honorable Howard A. Denis, Member, Montgomery County  
Council
- The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater, Member, Maryland House of  
Delegates
- Ms. Natlie B. Hardy, Special Assistant to the Director, Office of En  
Environmental Design, State Highway Administration
- The Honorable Nancy K. Kopp, Member, Maryland House of  
Delegates

September 3, 2001

Camille Taft  
9326 West Parkhill Dr.  
Bethesda, MD 20814-3967

Maryland Department of Transportation  
State Highway Administration  
Attn: James D. Hade, RLA  
P. O. Box 717  
Baltimore, MD 21203-0717

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Sincerely,



Camille Taft

- cc: Mr. Charles B. Adams, Director, Office of Environmental Design,  
State Highway Administration
- The Honorable William A. Bronrott, Member, Maryland House of  
Delegates
- The Honorable Howard A. Denis, Member, Montgomery County  
Council
- The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater, Member, Maryland House of  
Delegates
- Ms. Natlie B. Hardy, Special Assistant to the Director, Office of En  
Environmental Design, State Highway Administration
- ~~The Honorable Nancy K. Kopp, Member, Maryland House of~~  
Delegates



**Maryland Department of Transportation  
State Highway Administration**

481

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

May 15, 2001

Ms. Camille Taft  
9326 West Parkhill Drive  
Bethesda MD 20814-3967

Dear Ms. Taft:

This is a follow-up to our January 2nd letter to you regarding the status of the sound barrier evaluation for the Locust Hill Estates community, along the inner loop of I-495 west of Cedar Lane in Montgomery County. I appreciate your continued patience and the opportunity to provide you with this update.

We have found that a small number of homes in the community is receiving highway traffic noise of 66 decibels or more. We have, however, encountered unusual challenges in determining the feasibility of a barrier because of the significant noise contributions from Cedar Lane. We are now finalizing our analysis of the Locust Hill Estates community to determine if it meets all of the technical requirements for a sound barrier. We expect to be able to provide you with the final results of the analysis by the end of August 2001.

Thank you again for your patience and understanding as we finalize our investigation. If you have any questions or concerns in the meantime, please do not hesitate to contact Ms. Natalie Hardy, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nhardy@sha.state.md.us](mailto:nhardy@sha.state.md.us). She will be happy to assist you.

Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration  
The Honorable William A. Bronrott, Member, Maryland House of Delegates  
The Honorable Howard A. Denis, Member, Montgomery County Council  
The Honorable Brian E. Frosh, Member, Senate of Maryland  
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates  
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**



**Maryland Department of Transportation  
State Highway Administration**

482

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

May 15, 2001

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9326 West Parkhill Drive  
Bethesda MD 20814-3967

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Sincerely,

James D. Hade, RLA  
Noise Abatement Team Leader  
Office of Environmental Design

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration  
The Honorable William A. Bronrott, Member, Maryland House of Delegates  
The Honorable Howard A. Denis, Member, Montgomery County Council  
The Honorable Brian E. Frosh, Member, Senate of Maryland  
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates  
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Customer Info. View for 2001

Friday, February 15, 2002 08:19 AM

TSevere

483

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2059		01/21/2000	email	TAFT	Capt. & Mrs. Robert M.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
9326	West Parkhill Drive	MO	Bethesda	20814-3967	private	

Elected Official whom has communicated directly to us on this customer

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-493-8999	Taft5@aol.com	Locust Hill Estates

Logical Project Limits: ROADWAY: I-495 BarrierName: requested Locust Hill Estates (Extension)

Inner loop of I-495 near Cedar Lane

RESPONSE	INQUIRY	2nd Contact
SHA analyzing comm & found 2 homes impacted; cost/residence info to be determined by end-Mar 02 & work to save most exist trees; MO Co needs to agree to fund 20% before State funding	can a barrier be built to protect community?	
FILE LOCATIO	OTHER	Current committmen
		none

Do we owe a letter?	Letter Commit due date:	09/30/2000	Construction Projects
<input checked="" type="checkbox"/>	Letter signed date:	02/12/2002	Construction Projects
Reason Letter is Late	n/a		

LAST action | 11-27-2001 Capt. Taft wrote letter to Gov. Glendening; Sec. Trans. Response dated 02-12-2002

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

01/2000 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William Bronrott; Marilyn Goldwater; Nancy K. Kopp; MO Cnd Howard A. Denis Owners of property are Capt. & Mrs. Robert M. Taft (Mrs. Taft's first name is Camille) E-mail address for Capt. Taft is "RMTaft@nmcscd.med.navy.mil" 9-19-01 rec'd. letter (dated 9/3/01) from Ms. Taft 11-27-01 e-mail from Capt. Taft to barier@ 11-27-01 also sent same message to Gov. Glendening 5-15-01 interim letter extending reporting date to end-Aug. 2001 1-2-2001 interim letter extending reporting date to end-Apr. 2001 2/23/2000 Follow-up letter to Ms. Taft (e-mail inbound 01-21-2000) - described Type II criteria and stated that community met date criterion and SHA would take noise measurements - results to be reported by end-Sept. 200

Comment Journal, and letter hyperlinks

Consultant Fir 1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**



**Maryland Department of Transportation  
State Highway Administration**

484

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

November 1, 2002

Mr. Joseph W. Tewes, 3rd  
10809 Hampton Mill Terrace  
Rockville MD 20852-5461

Dear Mr. Tewes:

This letter is a follow-up to your recent e-mail message and telephone call regarding a sound barrier for the Grosvenor Park community, along the westbound I-270 East Spur adjacent to Englishman Drive in Montgomery County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to improve this portion of the I-270 East Spur that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of the I-270 East Spur, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

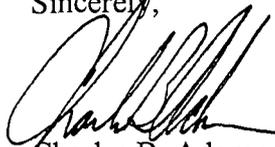
485

Mr. Joseph W. Tewes, 3rd  
Page Two

The State Highway Administration has evaluated the Grosvenor Park community for a sound barrier under the Type II portion of the State's Sound Barrier Program, as outlined above. It was determined the majority of the homes in the Grosvenor Park community were constructed in the mid-1980s after the 1964 opening of the I-270 East Spur. Based on this information, the Grosvenor Park community is not eligible for our Type II sound barrier program because it postdates I-270. Enclosed, as you requested, is a copy of the State's *Sound Barrier Policy*, that became effective May 11, 1998, and our brochure, *Community Resource Guide On Sound Barriers*.

Thank you for your e-mail message and telephone call as well as your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates  
The Honorable Howard A. Denis, Member, Montgomery County Council  
The Honorable Brian E. Frosh, Member, Senate of Maryland  
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates  
The Honorable Susan C. Lee, Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,  
State Highway Administration  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

486

Mr. Joseph W. Tewes, 3rd  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,  
State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of  
Environmental Design, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2642

**Responding to letter dated:** Follow-up to Mr. Tewes' 10-25-2002 e-mail to "barrier" and 10-29-2002 contact with Mr. Charles Adams requesting a copy of the State's Sound Barrier Policy and info regarding whether or not a barrier was planned along westbound I-270 East Spur adjacent to Englishman Drive (Grosvenor Park); if no barrier was planned, Mr. Tewes wanted info on how to request one

Saved: 10/30/02 12:48 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\TEWESJW01.doc

Enclosures:

One copy each of:

*Maryland Department of Transportation State Highway Administration Sound Barrier Policy, dated May 11, 1998*

*Community Resource Guide On Sound Barriers*

487

**From:** CHARLES ADAMS  
**To:** JIM HADE; NICOLE ROSS  
**Date:** 10/29/02 8:09AM  
**Subject:** Jim, please send a copy of our noise policy to:

Jim, please send a copy of our noise policy to:

Mr. Joe Tewes  
10809 Hampton Mill Terrace #230  
Rockville MD 20852

Thanks

Charlie

488

**From:** JIM HADE  
**To:** TED SEVERE  
**Date:** 10/29/02 8:13AM  
**Subject:** Fwd: Jim, please send a copy of our noise policy to:

Ted:  
Charlie is sending a request...  
Please fulfill this for us.  
Thanks  
Jim

**CC:** NICOLE ROSS

489

**From:** "Tewes, Joe (CC/OPC)" <JTewes@mail.cc.nih.gov>  
**To:** "barrier@sha.state.md.us" <barrier@sha.state.md.us>  
**Date:** 10/25/02 4:43PM  
**Subject:** barrier walls

Dear Sir:

I'm a home owner just off of Tuckerman lane in Montgomery County, MD 20852 and I'm trying to find out if a barrier wall is planned along I-270 where Englishman Drive is located. This would be on the north side of I-270 or the Tuckerman Lane side.

Thank you in advance for your assistance and please also tell me, if no barrier wall is planned, to whom I should speak to in order to convince them that this is desperately needed.

Sincerely,

Joe Tewes

**CC:** "Tewes, Joe (CC/OPC)" <JTewes@mail.cc.nih.gov>

10/25 ED'S - DIST. 16 - Sen. Brian E. Frosh

Del. William A. Bronrott

Marilyn R. Goldwater

Susan C. Lee

MoCo -

490

Customer Info. View for 2001

Monday, October 28, 2002 08:06 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2642		10/28/2002	E-mail	TEWES	Mr. Joseph W., 3rd	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
10809	Hampton Mill Terrace	MO	Rockville	20852-5461	private	
Elected Official whom has communicated directly to us on this custome						
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
	301-770-3532	JTewes@mail.cc.ni	Gables on Tuckerman Condominiums			
Logical Project Limits	ROADWAY	I-270	BarrierName			
Tuckerman La, parallel to WB I-270 East Spur, betw. Brewer House Rd & Sugarbush La						
RESPONSE	INQUIRY					2nd Contact
described Type I & II criteria; fails for Type II - postdates I-270			is barrier planned for N side I-270 near Englishman Lane?			
			Last Contact	Researcher	Primary SHA Contact	
			10/25/2002		None	
FILE LOCATIO	OTHER		Current committmen			
			provide copy of Comm Resource Guide			
Do we owe a letter?	Letter Commit due date	11/04/2002				
<input checked="" type="checkbox"/>	Letter signed date		Reason Letter is Late			
			n/a			
LAST action	10-25-02 Mr. Tewes e-mailed barrier; wants to know if barrier is planned for WB I-270 East Spur near Englishman La; if not, he would like to get process started					
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
10-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cnd Howard A. Denis Co-Owner of this condo unit (No. 517) is Ms. Daniel H. Cronin-Tewes (from Real Property Data Search, purchased property 05-02-2000						
Comment Journal, and letter hyperlinks			\\shadgnivof1\user\oed\Noise\Dbase\Customer_notes\			
Consultant Fir						1-888-375-1975 outside MD

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20894

492



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Searched terms: "tewes, rockville, MD"
Search took 0.19 seconds

New search | Modify search
2 Total Results

Cronin-Tewes, Daniele
10809 Hampton Mill Terr
Rockville, MD 20852
301-770-3532

>> 1/2

More Info for Daniele Cronin-Tewes

Map this location

Would you like to find Daniele Cronin-Tewes?
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1000s online NOW
Personal match list
update.com
I am a F
Seeking a M
For Romance
Go get your date

more below

Tewes, Joseph
10809 Hampton Mill Terr
Rockville, MD 20852
301-770-3532

>> 2/2

More Info for Joseph Tewes

Map this location

Would you like to find Joseph Tewes?
Search public records
Find all info on Joseph Tewes



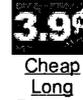
Send Flowers



Search Personals



Search Low Fares



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Maryland Department of Assessments and Taxation  
**MONTGOMERY COUNTY**  
 Real Property Data Search

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Account Identifier: District - 04 Account Number - 02731575

**Owner Information**

**Owner Name:** TEWES, JOSEPH W 3RD & DANIELE H CRONIN-TEWES  
**Use:** RESIDENTIAL CONDO  
**Mailing Address:** 10809 HAMPTON MILL TER ROCKVILLE MD 20852-5461  
**Principal Residence:** YES  
**Deed Reference:** 1) /18050/ 554  
 2)

**Location & Structure Information**

**Premises Address:** 10809 HAMPTON MILL TER ROCKVILLE 20852-5490 CONDO UNIT: 517  
**Zoning:** PD9  
**Legal Description:** UN 517 GABLES ON TUC KERMAN PH 1

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	
GP63			79		M		82	Plat Ref:	
Special Tax Areas			Town Ad Valorem Tax Class						
			25						
Primary Structure Built		Enclosed Area	Property Land Area	County Use					
1987		1,037 SF	1.00 SF	118					
Stories	Basement		Type	Exterior					
			CONDO GARDEN						

**Value Information**

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	43,500	01/01/2000	43,500	07/01/2002
Improvements:	101,500	01/01/2000	101,500	07/01/2003
Total:	145,000	01/01/2000	145,000	07/01/2003
Preferential Land:	0	01/01/2000	0	07/01/2003

**Transfer Information**

**Seller:** ARMOZA, DAVID M **Date:** 05/02/2000 **Price:** \$152,300  
**Type:** IMPROVED ARMS-LENGTH **Deed1:** /18050/ 554 **Deed2:**  
**Seller:** JENNIFER A ALBERT **Date:** 07/06/1995 **Price:** \$145,900  
**Type:** IMPROVED ARMS-LENGTH **Deed1:** /13487/ 458 **Deed2:**  
**Seller:** **Date:** 12/09/1987 **Price:** \$133,900  
**Type:** IMPROVED ARMS-LENGTH **Deed1:** / 8061/ 280 **Deed2:**

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO  
**Exempt Class:**

**Special Tax Recapture:**

\* NONE \*

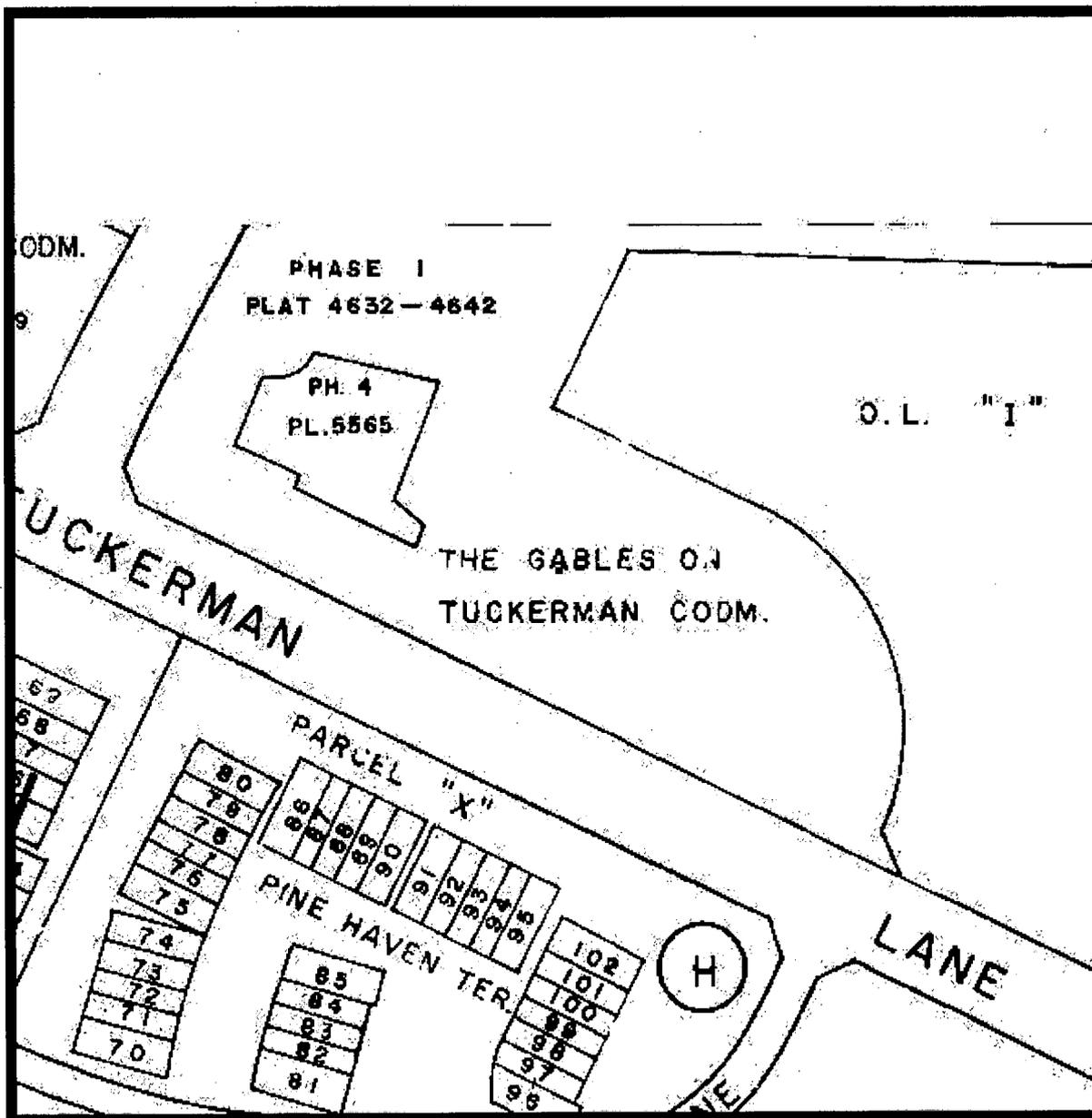
494



Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

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District - 04 Account Number - 02731575



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)



**Maryland Department of Transportation  
State Highway Administration**

495

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

May 17, 2002

Mr. Chris N. Thanos  
2 Amy Brent Way  
Reisterstown MD 21136-4610

Dear Mr. Thanos:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding the planting of additional Leyland cypress trees adjacent to westbound MD 140 at Amy Brent Way and Westminster Road in Baltimore County. I appreciate the opportunity to respond to your request.

The State Highway Administration (SHA) has no objection to you extending the existing Leyland cypress planting adjacent to your property and on SHA right-of-way. However, in order for you to do so, we request that you contact Mr. David J. Malkowski, District Engineer for Baltimore County, and obtain a permit to do the desired planting. Mr. Malkowski's mailing address is:

Mr. David J. Malkowski, District Engineer  
Maryland State Highway Administration  
2323 West Joppa Road  
Brooklandville MD 21022

Mr. Malkowski can also be reached by telephone at 410-321-2810 or, by e-mail, at [dmalkowski@sha.state.md.us](mailto:dmalkowski@sha.state.md.us). He will be happy to assist you.

Thank you again for your telephone call. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you also.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

cc: The Honorable Michael J. Finifter, Member, Maryland House of Delegates  
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland  
Mr. David J. Malkowski, District Engineer, State Highway Administration  
The Honorable T. Bryan McIntire, Member, Baltimore County Council  
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

496

Mr. Chris N. Thanos  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2582

**Responding to letter dated:** Follow-up to 05-10-2002 telephone conversation between Mr. Thanos and Mr. Ted Severe regarding the possible planting of Leyland cypress trees on State right-of-way by Mr. Thanos

Saved: 05/13/02 2:03 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\THANOSCN02.doc

497

From: IRENE HELINE  
To: TED SEVERE  
Date: 5/17/02 11:15AM  
Caller: Chris Thanos  
Phone: 443-340-3403

[\*] Telephoned  
 [] Will call again  
 [] Wants to see you  
 [] Urgent

[\*] Please call  
 [] Returned your call  
 [] Came to see you

11:23:

Returned Mr. Thanos call - advised that  
letter w/ direction for contacting D-4 (Dave Malkinski)  
to get permit to plant trees in SHA R-O-W -  
should receive letter by MON, 5/20 +/-

498

**From:** TED SEVERE  
**To:** DAVID MALKOWSKI  
**Subject:** Resident at 2 Amy Brent Way wishes to extend leyland cypress planting

Dave:

We have received contact from Mr. Chris Thanos, 2 Amy Brent Way, Reisterstown, MD. His property is located at the intersection of Amy Brent Way and Westminster Road, which parallels MD 140 near the intersection of MD 140 and Mitchell Drive. Mr. Thanos would like to extend the existing stand of Leyland Cypress (between Westminster Road and MD 140) to provide a visual buffer between his home and MD 140. An aerial photo of this location from Mapquest shows the stand of cypress stopping at the intersection of Amy Brent Way and Westminster Road.

We are sending Mr. Thanos a letter advising him to contact you in order to obtain the appropriate permit to allow him to plant the desired trees on State right-of-way.

If you have any questions, please give me a call at 410-545-8600. Thanks.

Sincerely,  
Ted Severe  
Administrative Assistant  
Noise Abatement Team  
Office of Environmental Design

**CC:** CHARLES ADAMS; JIM HADE

499

NOISE INQUIRY CHECKLIST

DATE 5/10/02 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # 2582 RECEIVED BY T.E. SEVERE

NAME CHRIS THANOS

ADDRESS 1 AMY BRIST WAY

REISTERSTOWN MD 21136-4610  
(include zip code)

DAY TELEPHONE cell: 443-340-3403 (WORK / HOME)

OTHER TELEPHONE em: cuthan@aol.com

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. MD 140

COMMUNITY / AREA NAME NOB HILL EAST

LOCATION ALONG HIGHWAY WB 140 @ MD 140/I-77 SPLIT

SUMMARY OF INQUIRY REC'D 5/8/02 LETTER; WOULD LIKE TO PLANT CYPRESS TREES ALONG PROPERTY LINE/MD 140 TO CONTINUE EX. cypress - only his property n can be plant in state R.O.W also? ~~What~~ Wants final tree line to appear continuous!

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_ BY \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\*\*\* REFERENCE FILES \*\*\*

\_\_\_\_\_  
\_\_\_\_\_

500

To: JIMICBA/NIOLS By: \_\_\_\_\_  
Date: 5/10 Time: 10:15A

M CHRIS THANOS  
Of \_\_\_\_\_

While  
You Were  
Out

Phone ~~410~~ 443-340-3403 Cell \_\_\_\_\_  
area # extension

Please phone	Phoned	
Will call again	Came in	
Returned call	Wants to see you	

Message: for rec'd 5/8/02 - wants  
to plant cyprus (private) -  
how to do to make cyprus  
entire - on 8th row?

Customer Info. View for 2001

Monday, May 13, 2002 01:39 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2582		05/07/2002	E-mail	THANOS	Mr. Chris N.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
1	Amy Brent Way	BA	Reisterstown	21136-4610	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-340-3403	cnthan@aol.com	Nob Hill East
Logical Project Limits	ROADWAY: MD 140	BarrierName	

WB MD 140 at MD140/I-795 split

RESPONSE	INQUIRY	2nd Contact
gave Type I & II criteria; no plans to widen MD 140; No Type I abatement; home postdates MD 140; not eligible for Type II		recently bought home; noisy from MD 140 traffic; please plant trees for noise barrier
Last Contact	Researcher:	Primary SHA Contact
05/02/2002		None
FILE LOCATIO	OTHER	Current committmen
		none

Do we owe a letter?	Letter Commit due date:	05/13/2002
<input checked="" type="checkbox"/>	Letter signed date:	05/08/2002
	Reason Letter is Late	n/a

LAST action

5-10-02 Mr. Thanos called; spoke w/Ted Severe; rec'd 5-8-02 letter; wants to plant cypress to continue/extend existing tree line along MD 140; can he plant on State r-o-w?

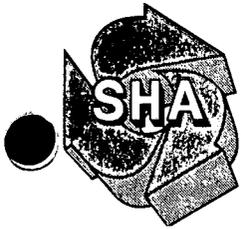
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05-2002 EO's Dist. 11 Sen. Paula Colodny Hollinger; Dels. Michael J. Finifter; Dan K. Morhaim; Robert A. Zirkin; BA Cncl T. Bryan McIntire

Comment Journal, and letter hyperlinks \\shadgnvol1\user\oed\Noise\abase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

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**Maryland Department of Transportation  
State Highway Administration**

502

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

May 8, 2002

Mr. Chris N. Thanos  
2 Amy Brent Way  
Reisterstown MD 21136-4610

Dear Mr. Thanos:

This letter is a follow-up to an e-mail message from Mr. Jeffrey Geiman, State Highway Administration (SHA) Resident Maintenance Engineer, regarding your request for tree plantings to serve as a "noise" barrier in front of your property in the Nob Hill East community along westbound MD 140 (Westminster Pike) at the MD 140/I-795 split in Baltimore County. I appreciate the opportunity to respond to your request.

The State Highway Administration considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that require the evaluation of a range of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans, at this time, to widen MD 140 in this area. Therefore, Type I noise abatement cannot be considered.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and the highway is fully controlled-access, where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. The Nob Hill East community has been evaluated by SHA, which determined that the majority of the homes in the community were constructed in the late 1980's after the opening of MD 140. Based on this information and that MD 140 is not a fully controlled-access highway, the Nob Hill East community cannot be considered for a sound barrier under the Type II portion of the Sound Barrier Program. When a community fails to meet the technical criteria of the Sound Barrier Program, it is also not eligible for consideration of screen plantings. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

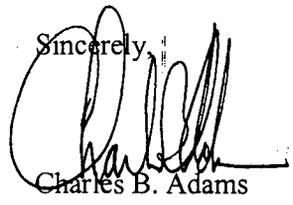
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Chris N. Thanos  
Page Two

Thank you for your interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable Michael J. Finifter, Member, Maryland House of Delegates
- Mr. Jeffrey Geiman, Resident Maintenance Engineer, State Highway Administration
- The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable T. Bryan McIntire, Member, Baltimore County Council
- The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

504

Mr. Chris N. Thanos  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2582

**Responding to letter dated:** Follow-up to 05-02-2002 e-mail message from Mr. Jeffrey Geiman, D-4 RME, to Mr. Jim Hade referring Mr. Thanos' request for tree plantings to serve as a noise barrier along his property line and MD 140 to the Noise Abatement Team for resolution

Saved: 05/07/02 10:20 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\THANOSCN01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*



505  
Maryland Department of Transportation  
State Highway Administration

from the desk of  
CHARLIE ADAMS



to: Jim DATE: \_\_\_\_\_

One thing that may not have been considered is whether this home<sup>Community</sup> existed when I-795 was constructed. } 1988.  
Nob Hill is at the end of where the <sup>Env.</sup> new ramp tapers end. If it was and } Const. 84  
we have right of way, I don't have a problem ~~planting~~ a screen. We did this in the area between MD 140 and the service road closer to the interchange.

Charlie

506

From: JEFFREY GEIMAN  
To: JIM HADE  
Date: 5/2/02 5:09PM  
Subject: Re: Citizen Request

Thanks, Jim. I was given the incorrect phone for Mr. Thanos. The phone number should be, 443 340 3403. Sorry for the error.

Jeff

>>> JIM HADE 5/2/02 4:55:06 PM >>>

Jeff:

Sure. We will be able to respond to this by the end of next week. Our first step is to see where the lot is, relative to the highway, and see who came first (home or highway), if the home came first, we can look into the feasibility of screen plantings, otherwise we will not be able do anything.

I'll copy you on our contact.

James Hade, RLA  
Team Leader for Noise Abatement  
Ph 410-545-8599  
Fx 410-209-5003

*D-4 Maint Eng.*

>>> JEFFREY GEIMAN 05/02/02 04:51PM >>>

I had a request from a citizen that lives near MD 140 and I-795 in the Nob Hill Area. He had recently bought the property and now that he has moved in he doesn't like the noise from the traffic on MD 140. He wants SHA to plant trees in front of his property as a barrier for the noise. Could you explain to him SHA policy about the barriers. The person is:

Chris Thanos  
2 Amy Brent Way  
Reistertown Md.  
Phone - 4433043403

Thanks,  
Jeff

CC: DAN UEBERSAX; DAVE RAMSEY; JOHN VAUGHN; LINDA SINGER; NICOLE ROSS

*D-4 Spec. Proj - Ed Botman*

507

**From:** JIM HADE  
**To:** JEFFREY GEIMAN  
**Date:** 5/2/02 4:55PM  
**Subject:** Re: Citizen Request

Jeff:

Sure. We will be able to respond to this by the end of next week. Our first step is to see where the lot is, relative to the highway, and see who came first (home or highway), if the home came first, we can look into the feasibility of screen plantings, otherwise we will not be able do anything.

I'll copy you on our contact.

James Hade, RLA  
Team Leader for Noise Abatement  
Ph 410-545-8599  
Fx 410-209-5003

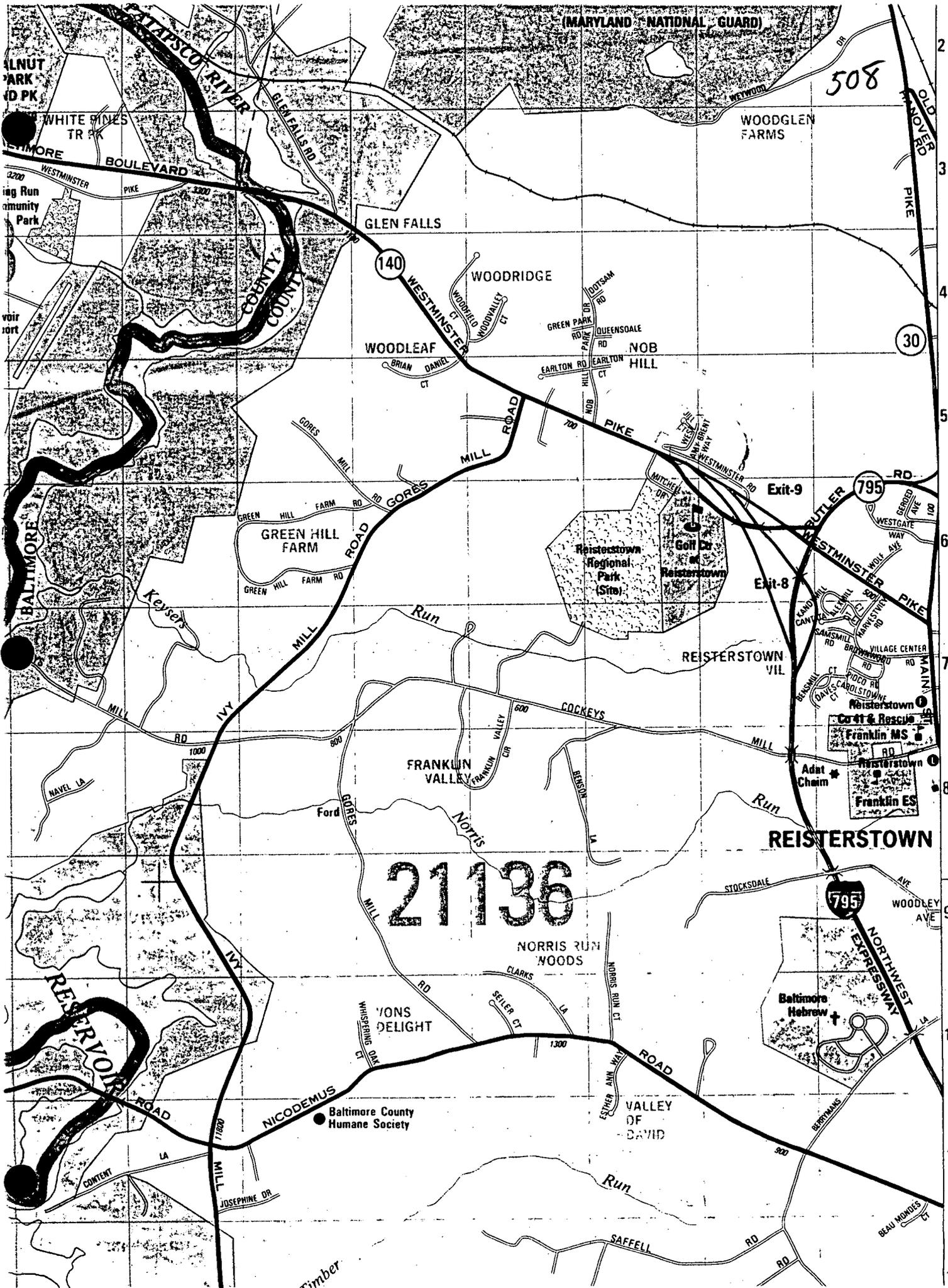
>>> JEFFREY GEIMAN 05/02/02 04:51PM >>>

I had a request from a citizen that lives near MD 140 and I-795 in the Nob Hill Area. He had recently bought the property and now that he has moved in he doesn't like the noise from the traffic on MD 140. He wants SHA to plant trees in front of his property as a barrier for the noise. Could you explain to him SHA policy about the barriers. The person is:

Chris Thanos  
2 Amy Brent Way  
Reistertown Md.  
Phone - 4433043403

Thanks,  
Jeff

**CC:** DAN UEBERSAX; DAVE RAMSEY; JOHN VAUGHN; LINDA SINGER; NICOLE ROSS



(MARYLAND NATIONAL GUARD)

508

140

30

795

21136

600,000 FT

Joins Map 16

39°27'30"

MD GRID 590,000 FT

12

ALNUT  
PARK  
RD PK

WHITE MINES  
TR PK

2200  
ing Run  
community  
Park

voir  
port

BALTIMORE

RESERVOIR

Baltimore County  
Humane Society

timber

WOODGLEN  
FARMS

GLEN FALLS

WOODRIDGE

WOODLEAF

NOB  
HILL

GREEN HILL  
FARM

Reisterstown  
Regional  
Park (Site)

REISTERSTOWN  
VIL

REISTERSTOWN

FRANKLIN  
VALLEY

Reisterstown  
MS

Franklin  
ES

NORRIS RUN  
WOODS

Baltimore  
Hebrew

VALLEY  
OF  
DAVID

Customer Info. View for 2001

Tuesday, May 07, 2002 09:16 AM

TSevere

509

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2582		05/07/2002	E-mail	THANOS	Mr. Chris N.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
1	Amy Brent Way	BA	Reisterstown	21136-4610	private	

Elected Official whom has communicated directly to us on this custome| 

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-340-3403		Nob Hill East

Logical Project Limits| ROADWAY: MD 140| BarrierName|

WB MD 140 at MD140/I-795 split

RESPONSE	INQUIRY	2nd Contact
gave Type I & II criteria; no plans to widen MD 140; No Type I abatement; home postdates MD 140; not eligible for Type II		recently bought home; noisy from MD 140 traffic; please plant trees for noise barrier
Last Contact	Researcher	Primary SHA Contact
05/02/2002		None

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		none	

Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 05/13/2002
Letter signed date	Reason Letter is Late n/a

LAST action|

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf|

05-2002 EO's Dist. 11 Sen. Paula Colodny Hollinger; Dels. Michael J. Finifter; Dan K. Morhaim; Robert A. Zirkin; BA Cncl T. Bryan McIntire

Comment Journal, and letter hyperlinks. \\shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes\

Consultant Fir | 1-888-375-1975 outside MD



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510

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Maryland Department of Assessments and Taxation  
BALTIMORE COUNTY  
Real Property Data Search

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Account Identifier: District - 04 Account Number - 1700005138

**Owner Information**

Owner Name: THANOS CHRIS N  
THANOS STEPHANIE G Use: RESIDENTIAL  
Principal Residence: YES  
Mailing Address: 2 AMY BRENT WAY Deed Reference: 1) /15164/ 226  
REISTERSTOWN MD 21136-4610 2)

**Location & Structure Information**

Premises Address Zoning Legal Description  
2 AMY BRENT WAY  
PT LT 8 .932 AC  
2 AMY BRENT WAY  
NOB HILL EAST

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
48	3	201				8	80		38/ 22

Special Tax Areas Town Ad Valorem Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1988	2,912 SF	.93 AC	04

Stories	Basement	Type	Exterior Siding
2	NO	SPLIT LEVEL	SIDING

**Value Information**

	Base Value	Value As Of 01/01/2001	Phase-in Assessments	
			As Of 07/01/2001	As Of 07/01/2002
Land:	65,100	65,100		
Improvements:	129,510	119,650		
Total:	194,610	184,750	184,750	184,750
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: FEDERAL NATIONAL Date: 05/01/2001 Price: \$152,000  
Type: NOT ARMS-LENGTH Deed1: /15164/ 226 Deed2:  
Seller: PATEL AVINASH M Date: 11/01/1999 Price: \$185,000  
Type: NOT ARMS-LENGTH Deed1: /14122/ 504 Deed2:  
Seller: AIZAZ JAVED A Date: 05/19/1995 Price: \$200,000  
Type: IMPROVED ARMS-LENGTH Deed1: /11051/ 516 Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
Exempt Class:

Special Tax Recapture:

Ed's DIST. 4 - Sen. Paula Colby Hollinger  
Del. Michael J. Finifter  
Dan K Morhaum  
Robert A. Zirkin

BALCO: \* NONE \*  
T. Bryan McIntire

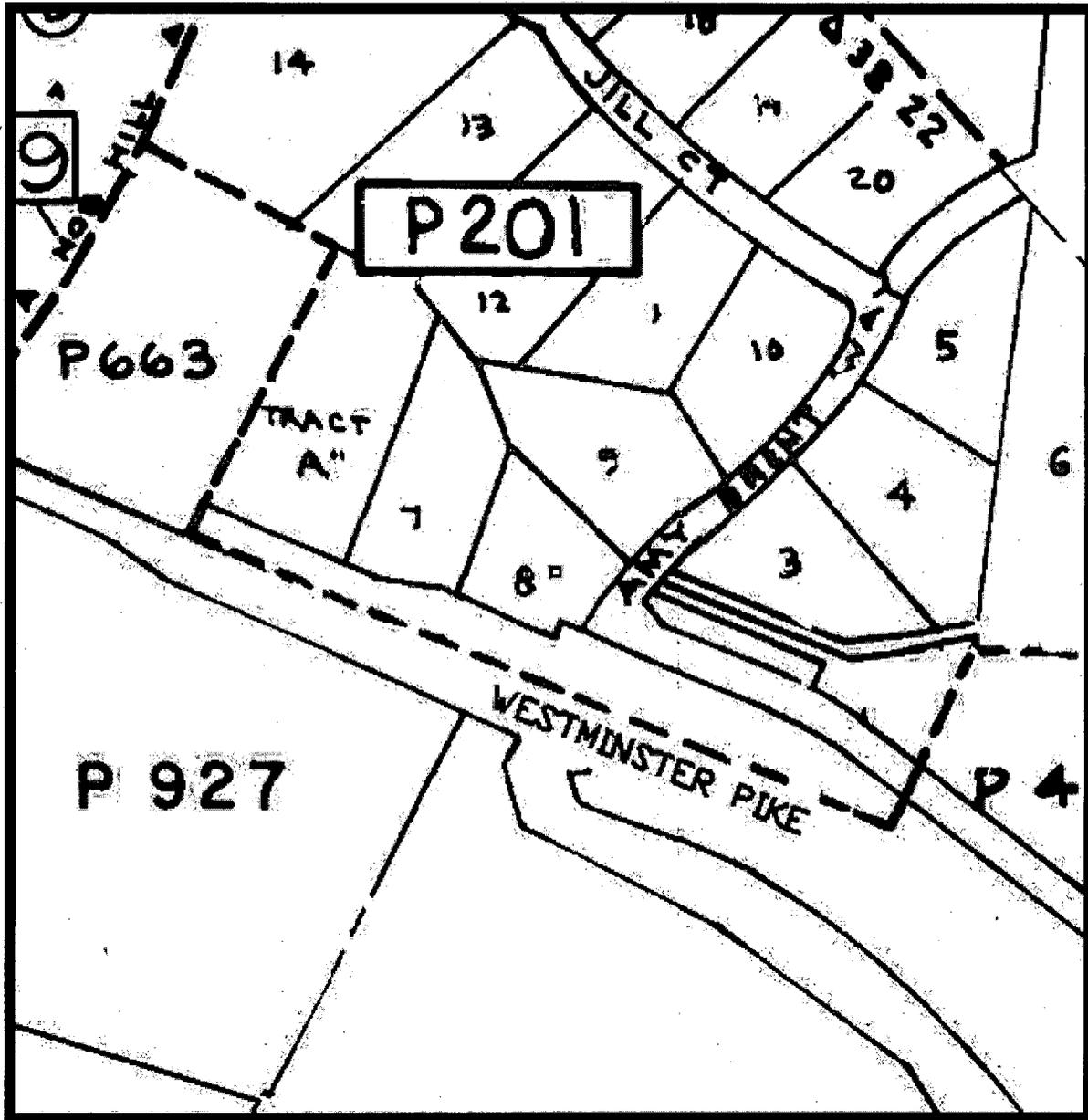
511



Maryland Department of Assessments and Taxation  
BALTIMORE COUNTY  
Real Property Data Search

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New Search

District - 04 Account Number - 1700005138



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)

568

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# MAPQUEST

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### maps

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- Airport
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- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

#### Location:

2 Amy Brent Way  
 Reisterstown, MD  
 21136-4610, US

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#### City Guide

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- [Baltimore News](#)
- [Baltimore Movies](#)
- [Baltimore Entertainment](#)

#### Yellow Pages

Search Reisterstown for:



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Map Legend



**Maryland Department of Transportation  
State Highway Administration**

513

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

July 3, 2002

Mr. David F. Tillman  
1440 Burton Avenue  
Lutherville-Timonium MD 21093-5001

Dear Mr. Tillman:

This letter is a follow-up to the recent request made by Delegate Martha S. Klima, on your behalf, to review the data regarding a sound barrier for the Burton Avenue at Seminary Park community adjacent to the off-ramp from westbound I-695 to northbound I-83 in Baltimore County. I appreciate the opportunity to provide the following information.

At Delegate Klima's request, the State Highway Administration has reviewed the noise level measurement data collected in the Summer of 2000. This data determined that noise levels did not equal or exceed the 66 decibel impact threshold at any of the residences along Burton Avenue and were limited to a maximum of 63 decibels at the closest residence to the highway. All other homes in the community are at or below that level. The second row homes on the east side of Burton Avenue experience noise levels well below 60 decibels. We still conclude that the main reason for the noise levels not reaching the 66 decibel impact threshold is that the homes along Burton Avenue are set back a distance from I-83 with the Seminary Park athletic fields situated between the community and the highway. Additionally, the top of the embankment along the right-of-way line at the park boundary is providing some shielding of noise particularly from the northbound lanes and ramp from I-695 to I-83 north. Our conclusion remains that, because the 66 decibel impact threshold is not equaled or exceeded, we cannot consider the Burton Avenue community eligible for a sound barrier under the Type II portion of the State's Sound Barrier Program. Historically, our experience has shown that an increase in noise of the magnitude required in this case is unlikely in the limited time period that has passed, and we do not feel that the taking of additional noise level measurements would result in a different conclusion.

My telephone number is \_\_\_\_\_

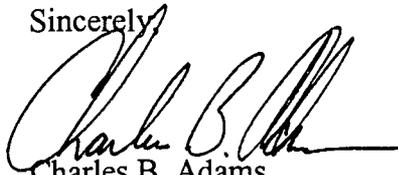
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. David F. Tillman  
Page Two

Thank you for your continued interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

- cc: The Honorable Andrew P. Harris, Member, Senate of Maryland
- The Honorable A. Wade Kach, Member, Maryland House of Delegates
- The Honorable Martha S. Klima, Member, Maryland House of Delegates
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Wayne M. Skinner, Member, Maryland House of Delegates

Mr. David F. Tillman  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 1243

**Responding to letter dated:** Follow-up to request by Delegate Klima on behalf of Mr. Tillman to review the noise level data collected in the Summer of 2000 to determine if additional noise level measurements were taken, the community may qualify for noise abatement under the Type II portion of the Sound Barrier Program

Saved: 06/27/02 4:41 PM by: T.E. Severe

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Customer Info. View for 2001

Thursday, June 27, 2002 04:52 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1243		04/03/1997		TILLMAN	David F.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
1440	Burton Avenue	BA	Lutherville-Timon	21093-5001		

Elected Official whom has communicated directly to us on this custome	Delegate Martha S. Klima	Find Next	
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
410-514-7740	410-823-9522		Burton Avenue at Seminary Park
Logical Project Limits	ROADWAY: I-83	BarrierName	

NE quadrant of I-695/I-83 interchange			
RESPONSE	INQUIRY	2nd Contact	
DENIED BECAUSE OF SCREENING TREES, PARK AND DISTANCE FROM HWY. MR TILLMAN QUESTIONED WHY NO WALL FOR			
wants barrier	Last Contact	Researcher:	Primary SHA Contact
	02/28/2000	PHILIP	Jim
			Construction Projects

FILE LOCATIO	OTHER	Current committmen
KK Active		
Do we owe a letter?	Letter Commit due date:	Reason Letter is Late
<input checked="" type="checkbox"/>	07/05/2002	
LAST action	Letter signed date	

6-27-02 CBA requested letter be sent to Mr. Tillman stating that 2000 data was re-examined at Del. Klima's request; determined that additional noise level measurements would not alter original conclusion that noise levels would not exceed 66 dBA

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

12/99 - EO's - Dist. 9A - Sen. Andrew A. Harris; Dels. A. Wade Kach; Martha S. Klima; BA Co Councilman Wayne M. Skinner 08-08-2000 - letter sent to 6 residents on Burton Avenue (including Mr. Tillman); provided results of noise study - noise levels did NOT equal or exceed 66 dBA - community protected by ex. athletic fields & top of embankment along park boundary; not eligible for Type II because noise levels did not equal or exceed 66 dBA 2/28/2000 Jim took call, complaint of reflected noise from Longford, wants barrier Ken will explain West side wall is not going to reflect noise into their property  
PDT - WORKING FILES / KP - DES

Comment Journal, and letter hyperlinks	
Consultant Fir	1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**



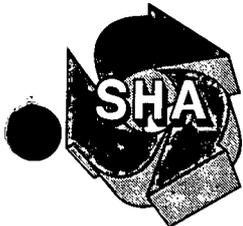
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570

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V



**Maryland Department of Transportation  
State Highway Administration**

521

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 6, 2002

The Reverend Mark D. Venson  
Ebenezer United Methodist Church  
4912 Whitfield Chapel Road  
Lanham MD 20706-4220

Dear Rev. Venson:

This is a follow-up to your recent letter regarding the church's concerns about the construction of the sound barrier to protect the Ardmore community. I appreciate the opportunity to respond to you.

We have forwarded your concerns regarding the use of church property to access areas of the sound barrier project to Mr. Duane Bernard, District 3 Area Engineer, who is overseeing the Ardmore sound barrier project. Please do not hesitate to contact him regarding any questions or concerns you may have during the construction phase of the project. Mr. Bernard can be reached at 301-513-7341 or, by e-mail, at [dbernard@sha.state.md.us](mailto:dbernard@sha.state.md.us).

Thank you for your letter and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will also be happy to assist you.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Ms. Jacqueline A. Brown, Ardmore Community Representative  
Mr. Duane Bernard, Area Engineer, State Highway Administration  
Mr. William Butler, Trustee Chairperson, Ebenezer United Methodist Church  
The Honorable Mary A. Conroy, Member, Maryland House of Delegates  
The Honorable Leo E. Green, Member, Senate of Maryland  
The Honorable James W. Hubbard, Member, Maryland House of Delegates  
The Honorable Joan B. Pitkin, Member, Maryland House of Delegates  
The Honorable John D. Porcari, Secretary, Maryland Department of Transportation  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. Junius Southall, Chairperson, Building Committee, Ebenezer United Methodist Church  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration  
The Honorable Marvin F. Wilson, Member, Prince George's County Council

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

522

The Reverend Mark D. Venson  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 1296, 1992

**Responding to letter dated:** Follow-up to 08-28-2002 letter from Rev. Venson to Mr. Charles Adams  
thanking him for recent status letter and to remind him of the church's concerns about accessing the  
sound barrier project area through church property

Saved: 09/04/02 3:37 PM by: T.E. Severe

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# EBENEZER UNITED METHODIST CHURCH

4912 Whitfield Chapel Road · Lanham, Maryland 20706  
Church (301) 577-0770, 577-1926

*Mark D. Venson, Pastor*

August 28, 2002

Mr. Charles Adams, Director  
Office of Environmental Design  
State Highway Administration  
P.O. Box 717  
Baltimore, Maryland 21203-0717

Dear Mr. Adams:

Thanks for your recent letter regarding the status of the Ardmore sound barrier project. It was good to hear from you again, especially since your most recent correspondence of over a year ago, dated September 14, 2001.

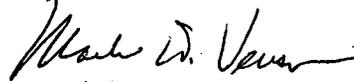
We continue to have concerns regarding the use of church property to access areas being worked on for this project. May I again stress to you that the church has not given permission for Cherry Hill Construction, Co. to use church auxiliary lots for entrance/exit from work areas. We have and will continue to document any infringement on church property for the duration of this project, especially since one of the major access points has been located near a primary watermain that only W.S.S.C. has permission for right of way access to.

We also have concerns about the degradation of fencing and shrubbery that shields the primary church parking area from the Route 50 corridor. This is an extraordinary safety hazard for children and is a direct result of the grading of property adjacent to our primary church parking lot.

Additionally, debris from this project continues to be placed at the intersection of Ebenezer Lane and Jefferson Street. This juncture is also the site where major water run-off is accumulating following heavy rain, in part because of the elimination of surrounding tree and plant stabilizers.

We thank you again for this new opportunity to keep lines of communication open and with your cooperation we will continue to search for a win/win solution that protects the interests of all parties involved.

Sincerely,



Rev. Mark D. Venson, Pastor  
Ebenezer United Methodist Church

Pc: Mr. Duane Bernard, Area Engineer, State Highway Administration  
Mr. William Butler, Trustee Chairperson, Ebenezer United Methodist Church  
Mr. Robert Clagett, Esq.  
The Honorable Mary A Conroy, Member, Maryland House of Delegates  
Mr. Steven Dobrosielski, Co-Chair, Interfaith Action Communities of Prince George's County  
The Honorable James Hubbard, Member, Maryland House of Delegates  
The Honorable Joan B. Pitkin, Member, Maryland House of Delegates  
Mr. John Porcari, Secretary, Maryland Dept. of Transportation  
Ms. Nicole Ross, Office of Environmental Design, State Highway Administration  
Mr. Junius Southall, Chairperson, Ebenezer Building Committee  
The Honorable Marvin F. Wilson, Prince George's County Council

525



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

August 22, 2002

The Reverend Mark D. Venson  
Ebenezer United Methodist Church  
4912 Whitfield Chapel Road  
Lanham MD 20706-4220

Dear Rev. Venson:

Thank you for your recent letter to Mr. James Hade, our Noise Abatement Team Leader, regarding the sound barrier project for the Ardmore community, adjacent to the southeast quadrant of the I-95/I-495/US 50 interchange in Prince George's County. I appreciate the opportunity to respond to you.

Construction activities for the project to construct the sound barrier for the Ardmore community have begun. Our letter of September 14, 2001, advised that the State Highway Administration (SHA) was planning to advertise the project for a construction start date of spring 2002. However, there would have been two contracts with work in the same location and we delayed the sound barrier project until work on the ramp from the Capital Beltway to eastbound US 50 was completed. Please accept our apology for any confusion regarding the intended date for the start of the construction of the Ardmore sound barrier.

In your letter, you indicated your church's interest in purchasing those residential properties that would allow the sound barrier to be terminated at the juncture of Ebenezer Lane and Jefferson Street. We have been aware of this interest based upon previous correspondence and meetings with you. We also had previously indicated that since the church had not been able to purchase these properties, we would proceed with the sound barrier project. It does not appear there has been any change regarding the status of the church's efforts to purchase these properties. Our April 2, 2001 letter to the community advised that SHA, after careful review, reached the decision to construct the sound barrier along the original alignment that places the sound barrier entirely within SHA right-of-way.

My telephone number is \_\_\_\_\_

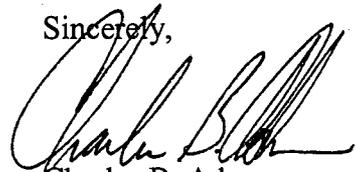
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The Reverend Mark D. Venson  
Page Two

Thank you for your letter and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

- cc: Ms. Jacqueline A. Brown, Ardmore Community Representative
- Mr. Duane Bernard, Area Engineer, State Highway Administration
- Mr. William Butler, Trustee Chairperson, Ebenezer United Methodist Church
- The Honorable Mary A. Conroy, Member, Maryland House of Delegates
- The Honorable Leo E. Green, Member, Senate of Maryland
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable James W. Hubbard, Member, Maryland House of Delegates
- The Honorable Joan B. Pitkin, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Junius Southall, Chairperson, Building Committee, Ebenezer United Methodist Church
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- The Honorable Marvin F. Wilson, Member, Prince George's County Council

527

The Reverend Mark D. Venson  
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

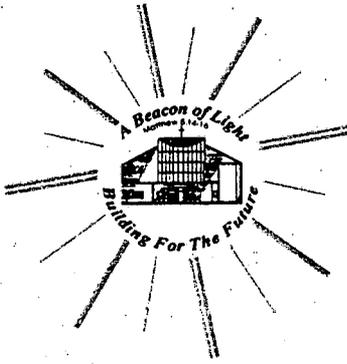
**OED Serial#:** None

**Noise Customer #:** 1296, 1992

**Responding to letter dated:** Follow-up to 08-07-2002 letter from Rev. Venson to Mr. Jim Hade (Rec'd. 08-09-2002); church is upset that construction activities for Ardmore sound barrier have begun without their being informed; church still interested in trying to purchase adjacent private homes so that barrier can be shortened (to date, this effort has been unsuccessful; no State-funding available to assist the church in this effort)

Saved: 08/13/02 9:13 AM by: T.E. Severe

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# EBENEZER UNITED METHODIST CHURCH

4912 Whitfield Chapel Road · Lanham, Maryland 20706 - 4200  
Church (301) 577-0770, 577-1926

*Mark D. Venson, Pastor*

August 7, 2002

Mr. James Hade, Architectural Engineer  
State Highway Administration  
Room C3-03  
707 N. Calvert Street  
Baltimore, MD 21201

Dear Jim,

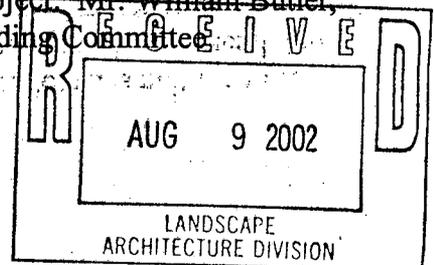
It has come to our attention that work has commenced on the Ardmore community sound barrier in Lanham and that several access fences have already been constructed adjacent to church property on Jefferson Street in Lanham.

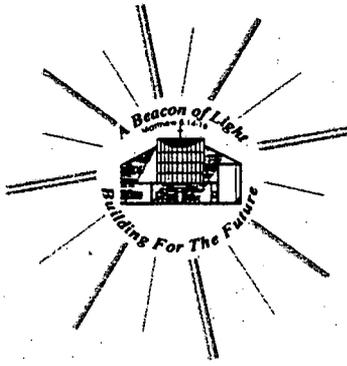
Please be advised that right of way access through church owned lots has neither been requested of nor granted by Ebenezer United Methodist Church. As you may recall, the church has asked the courtesy of being consulted or advised of any developments regarding this project that in any ways impacts present or future church development considerations. The most recent communication conveyed to the church was that the project had been delayed.

You may also recall that the church has an interest in purchasing those residential properties that would allow the sound barrier to be terminated at the juncture of Ebenezer Lane and Jefferson Street. This would satisfy the church interests in not having the structure interfere with the visibility or aesthetics of the primary church site. Timely notice of a projected start and completion date would have allowed us to explore more expeditiously how we might best accomplish these objectives.

Our interest remains in finding a solution that safeguards both the interests of the church and community. Open and timely communication about the status of this project helps us to proceed in a non-adversarial manner with regard to protecting church interests.

As I will be away from the office through early September, please be in touch with the following church representatives regarding the status of this project: Mr. William Butler, Trustee Chairperson (301) 773-6495; Mr. Junius Southall, Building Committee Chairperson (301) 577-0261.





# EBENEZER UNITED METHODIST CHURCH

4912 Whitfield Chapel Road · Lanham, Maryland 20706

Church (301) 577-0770, 577-1926

*Mark D. Venson, Pastor*

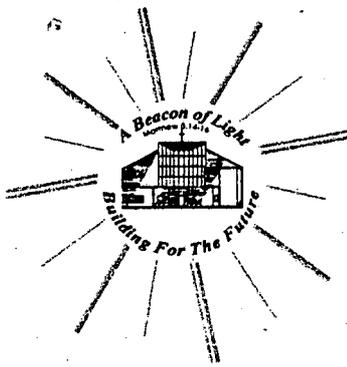
Sincerely,

A handwritten signature in cursive script that reads "Mark Venson".

Rev. Mark Venson

- Pc: Mr. Charlie Adams, Director Office of Environmental Service
- Mr. Duane Bernard, Area Engineer
- Mr. Durant G. Walters, Project Leader, Cherry Hill Construction, Inc.
- Mr. Robert Clagett, Esq.

Matthew 5: 14-15 "You are the light of the world. A city on a hill cannot be hidden. <sup>15</sup> Neither do people light a lamp and put it under a bowl. Instead they put it on its stand, and it gives light to everyone in the house.



# EBENEZER UNITED METHODIST CHURCH

4912 Whitfield Chapel Road · Lanham, Maryland 20706  
Church (301) 577-0770, 577-1926

*Mark D. Venson, Pastor*

August 7, 2002

Mr. James Hade, Architectural Engineer  
State Highway Administration  
Room C3-03  
707 N. Calvert Street  
Baltimore, MD 21201

Dear Jim,

It has come to our attention that work has commenced on the Ardmore community sound barrier in Lanham and that several access fences have already been constructed adjacent to church property on Jefferson Street in Lanham.

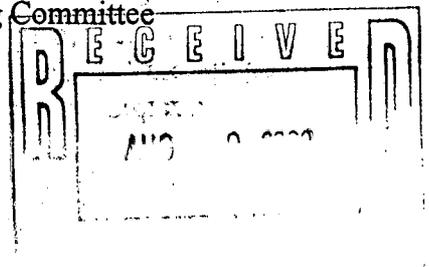
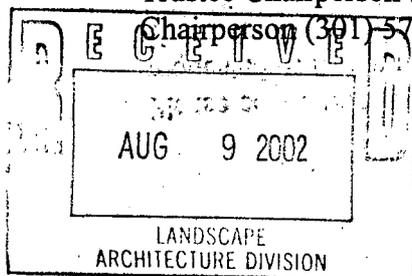
Please be advised that right of way access through church owned lots has neither been requested of nor granted by Ebenezer United Methodist Church. As you may recall, the church has asked the courtesy of being consulted or advised of any developments regarding this project that in any ways impacts present or future church development considerations. The most recent communication conveyed to the church was that the project had been delayed.

You may also recall that the church has an interest in purchasing those residential properties that would allow the sound barrier to be terminated at the juncture of Ebenezer Lane and Jefferson Street. This would satisfy the church interests in not having the structure interfere with the visibility or aesthetics of the primary church site. Timely notice of a projected start and completion date would have allowed us to explore more expeditiously how we might best accomplish these objectives.

Our interest remains in finding a solution that safeguards both the interests of the church and community. Open and timely communication about the status of this project helps us to proceed in a non-adversarial manner with regard to protecting church interests.

As I will be away from the office through early September, please be in touch with the following church representatives regarding the status of this project: Mr. William Butler, Trustee Chairperson (301) 773-6495; Mr. Junius Southall, Building Committee

Chairperson (301) 577-0261.



Jim:

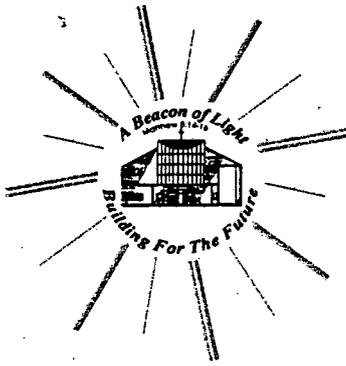
Please discuss  
with me.

Charlie

8/12 Action to follow up on  
Row issue

19 | d | v | d | c | u | d | 20 |

3 | 9 | 7 | 8 | 0 | 2 | 3 |



# EBENEZER UNITED METHODIST CHURCH

4912 Whitfield Chapel Road · Lanham, Maryland 20706

Church (301) 577-0770, 577-1926

---

*Mark D. Venson, Pastor*

Sincerely,

A handwritten signature in black ink that reads "Mark Venson".

Rev. Mark Venson

Pc: Mr. Charlie Adams, Director Office of Environmental Service  
Mr. Duane Bernard, Area Engineer  
Mr. Durant G. Walters, Project Leader, Cherry Hill Construction, Inc.  
Mr. Robert Clagett, Esq.

534

1

**Briefing Memorandum**  
**February 12, 2001**

**TO:** Major Riddick, Chief of Staff

**FROM:** Lynn Raymond, Special Assistant

**RE:** Site Visit to Ebenezer United Methodist Church  
Thursday, February 15, 2001  
9:30 a.m.

**BASIC INFORMATION**

**LOCATION:** 4912 Whitfield Chapel Road, Lanham Maryland

**DIRECTIONS:** From Rowe Blvd., take US 50 West. Continue on US 50 West for approximately 17 to 18 miles. From US 50 West, take the exit for Martin Luther King Ave. From the exit ramp, head left onto Martin Luther King Avenue (heading west). At the first traffic light, turn RIGHT onto Whitfield Chapel Road. Ebenezer United Methodist Church is the first church on the left side of the road.

**ATTENDANCE:** Reverend Mark D. Venson  
John Petty, Assistant Secretary, MDOT  
Charlie Adams, Director, Office of Environmental Design, MDOT  
Natalie Hardy, Special Assistant, Office of Environmental Design  
Lynn Raymond  
Jacqueline Brown, Homeowner of 4831 Jefferson (invited)

**DRESS:** Business (The site visit will be outside)

---

**PURPOSE OF EVENT**

This is an opportunity for you to visit the Ebenezer United Methodist Church to see how the proposed sound barrier for the Ardmore community impacts its planned expansion and the visibility of the church from US 50 and I-495. This is a follow-up

535

2

to your meeting with Pastor Venson on January 16.

## BACKGROUND

Reverend Mark Venson of the Ebenezer United Methodist Church met several times with representatives from the State Highway Administration (SHA) to discuss the design/construction of a sound barrier at Whitfield Chapel and Jefferson Roads for the Ardmore Community.

The Ardmore Community meets SHA's criteria for sound barriers. Noise studies indicate the community homeowners (about 15 to 20) are experiencing noise levels in the +70 decibel range; the threshold for qualifying for sound barriers is 66 decibels. The community supports the construction of the sound barrier.

The Ebenezer United Methodist Church is concerned that extending the sound barrier past the Church along Ebenezer Avenue will (1) reduce its visibility from US 50 and I-95; (2) create safety issues for its parishioners; and (3) impact plans for its expansion. These concerns led the Church to request SHA reduce the length of the barrier (note: most members of the Church do not live in this community). SHA responded that reducing the length of the barrier would not give adequate noise protection to two existing homes located past Ebenezer Avenue (4831 Jefferson and 4827 Jefferson).

### Alternatives

One alternative to address the Church's concern would be to purchase the affected properties (4831 and 4827 Jefferson). The Church does not have funds available to purchase the property. SHA has explored the possibility of purchasing the homes but determined that it cannot purchase private property for the purpose of shortening a sound barrier. Also, Jacqueline Brown, owner of 4831 Jefferson, may not be willing to sell her property (note: she is also the Ardmore Community Representative).

During your meeting with Reverend Venson on January 16, you indicated you would see if other sources of funds may be available for the Church's proposed community center. DHCD is looking at this project to see if it is eligible for State

536

3

funding and DBM will include this project on the list of items to be considered for funding in the supplemental budget (\$500,000). In addition, Senator Leo Green has sponsored a bond bill to provide \$1 million for this project.

3

If State funds are not available to support the Community Life Center and purchase either or both of the property, you could direct SHA to install lighting around the sound barrier on the Church's property (SHA made similar arrangements for a church along the Baltimore Beltway). The church is aware that any changes to the design of the sound barrier must be submitted by April 15, 2001 (see 9/14/00 letter).

**Attachments:**

Attachment One: September 14, 2009 letter from SHA to Reverend Venson

Attachment Two: Real Property Information on 4831 and 4827 Jefferson Street

Attachment Three: Visual impact study completed by SHA

Attachment Four: October 13, 1999 background memo

Attachment Five: Description of Proposed Ebenezer Community Life Center

###

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September 14, 2001

Mr. and Mrs. Archie Anderson  
4815 Jefferson Street  
Lanham MD 20706-4203

Dear Mr. and Mrs. Anderson:

RE: Property at 4815 Jefferson Street, Lanham MD 20706-4203

This is a follow-up to our April 2 letter to you regarding the sound barrier project for the Ardmore community adjacent to the southwestern quadrant of the I-95/I-495/US 50 interchange in Prince George's County. I appreciate the opportunity update you on the status of the project.

Our schedule for this project has been revised from the information we previously provided to you. This has been necessitated because of the construction of the HOV lane project on US 50 from I-95 (Capital Beltway) to MD 197. A portion of the work on that project involves construction on the ramp from the outer loop of I-95 to eastbound US 50. This work must be completed before construction on the sound barrier can begin. It would not be possible for two contractors to work in the same area at the same time.

As previously indicated, the Ardmore sound barrier project will be advertised with the Princeton Square sound barrier project this Winter. Our current schedule is to advertise in December of this year, which would result in a Spring 2002 construction start.

Thank you for your patience and continuing interest in the State's Sound Barrier Program. If you have questions or concerns, please do not hesitate to contact Ms. Natalie Hardy, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nhardy@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates  
The Honorable Leo E. Green, Member, Senate of Maryland  
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design,  
State Highway Administration  
The Honorable James W. Hubbard, Member, Maryland House of Delegates  
The Honorable Joan Pitkin, Member, Maryland House of Delegates  
The Honorable Marvin F. Wilson, Member, Prince George's County Council

April 2, 2001

Mr. and Mrs. Archie Anderson  
4815 Jefferson Street  
Lanham MD 20706-4203

Dear Mr. and Mrs. Anderson:

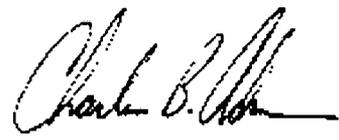
This letter is a follow-up to the March 12th informational meeting, hosted by the State Highway Administration (SHA), regarding the alignment of the sound barrier project for the Ardmore community in Prince George's County. I appreciate the opportunity to provide you with the following information.

The goal of Maryland's Sound Barrier Program is to provide mitigation for residents impacted by high levels of highway traffic noise. Through the course of the development of this project, SHA was asked to explore sound barrier options that would not diminish the current visibility of the Ebenezer United Methodist Church from area roadways. In order to address both of these concerns, two alignment options were considered: the original proposed alignment that would build the barrier entirely within SHA right of way; and an option to turn the barrier back along and parallel to Ebenezer Lane. After careful review of the information and consideration of input from the residents of the area and church representatives, SHA has reached the decision to proceed to construct the sound barrier along the original alignment.

As mentioned at the meeting, the barrier project for the Ardmore community will be advertised with another sound barrier project on US 50. The selected contractor will designate the order in which the two projects will be constructed. We anticipate that a Notice to Proceed for the contractor will be issued this coming Fall.

Thank you for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Natalie Hardy, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nhardy@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

- cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates
- The Honorable Leo E. Green, Member, Senate of Maryland
- Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable James W. Hubbard, Member, Maryland House of Delegates
- The Honorable Joan Pitkin, Member, Maryland House of Delegates
- The Honorable Marvin F. Wilson, Member, Prince George's County Council

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W



**Maryland Department of Transportation  
State Highway Administration**

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

540

March 8, 2002

Mr. and Mrs. Stuart Walman  
801 South Wind Court  
Towson MD 21204-6733

Dear Mr. and Ms. Walman:

This letter is a follow-up to our recent meeting at your home to discuss noise issues as they relate to the proposed improvements to the intersection of Towsontown Boulevard and Charles Street (MD 139). As we discussed, I have enclosed are copies of reference material and brochures for your use should you choose to pursue improvements and/or some partial mitigation measures for your backyard area.

Specifically, I have included several illustrations and tables (labeled "A," "B," and "C") that pertain to noise barriers, how they work, basic design principles, and their effectiveness. In addition, I have included a fact sheet (the green sheet labeled "D") on vegetation and its effect on noise and the Federal Highway Administration (FHWA) pamphlet, *Keeping the Noise Down Highway Traffic Noise Barriers*. This FHWA pamphlet, among other things, summarizes the basic principles and requirements for noise barriers. Also, I've enclosed manufacturer's brochures on several wall systems that have been successfully used as privacy fences as well as noise barriers. Finally, I've included a portion of the FHWA publication called "The Audible Landscape," that discusses barriers for noise mitigation. Some of the information may be a repeat of other material in the package, but it does present a good, comprehensive discussion.

As we discussed, the terrain on your property is not conducive to effectively intercepting noise from the adjacent roadway, especially north and south of the intersection area. The substantial drop-off on either side of your property would require a very tall structure (wall or earth mounding or combination thereof) to block that line-of-sight to the traffic.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

2/7/02 MS

541

Mr. and Mrs. Stuart Walman  
Page Two

It was indeed a pleasure to meet with you and to share our perspective on your situation. I regret that I cannot provide a more positive response, but hope the enclosed information will be helpful to you. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8601 or, by e-mail, at kpolcak@sha.state.md.us.

Sincerely,



Kenneth D. Polcak  
Noise Abatement Design and Analysis  
Office of Environmental Design

Enclosures

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration  
Mr. Edward Bokman, Project Engineer, District 4, State Highway Administration  
The Honorable James W. Campbell, Member, Maryland House of Delegates  
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
The Honorable Barbara A. Hoffman, Member, Senate of Maryland  
Mr. David J. Malkowski, District Engineer, State Highway Administration  
The Honorable Maggie L. McIntosh, Member, Maryland House of Delegates  
The Honorable Samuel I. Rosenberg, Member, Maryland House of Delegates  
The Honorable Wayne M. Skinner, Member, Baltimore County Council

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Mr. and Mrs. Stuart Walman  
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2501

**Responding to letter dated:** Follow-up to 02/07/2002 field meeting between Ms. Walman and  
SHA staff from D-4 and HQ at Walman residence.

Saved: 03/08/02 12:18 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WALMANRA01.doc

Enclosures:

One copy of each of the following:

Designated "A" – Noise Barrier Design Principles

Designated "B" – Figure 3-2 Barrier Noise Reduction Relationships

Designated "C" – Figure 2-2 Barrier Diffraction

Designated "D" – Fact Sheet: Vegetation and Highway Noise

FHWA pamphlet, *Keeping the Noise Down Highway Traffic Noise Barriers*,

Publication No. FHWA-EP-01-004 HEPN/2-01(10M)E

Reprint (xerographic copy) USDOT, FHWA, Office of Research and Development –

*The Audible Landscape: A Manual for Highway Noise and Land Use* (9 pages)

Hoover Treated Wood Products, Inc. brochure, *"The Sound Solution" PLYWALL Post and  
Panel, Permanent Engineered Wood Sound Barriers*

Brochure: *Woodcrete/Brickcrete*

Brochure: Faddis Concrete, *Concrete Noise Barriers and Screen Walls*



**Maryland Department of Transportation  
State Highway Administration**

543

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

June 3, 2002

Ms. Lynette R. Washington  
10218 Prince Place, Unit 207  
Upper Marlboro MD 20772-1224

Dear Ms. Washington:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, or our staff, regarding a sound barrier along southbound MD 202 near the Pines Condominium community in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans, at this time, for highway improvement projects for this area of MD 202 that would warrant Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully controlled-access highways where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. MD 202 is not a fully controlled-access highway and, based on this information, the Pines Condominium community cannot be considered for a Type II sound barrier under the State's Sound Barrier Program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech:  
1-800-735-2258 Statewide Toll Free

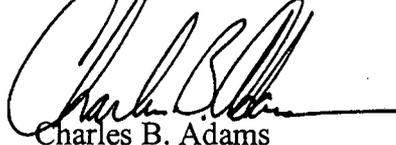
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Ms. Lynette R. Washington  
Page Two

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446~~X~~-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

- cc: The Honorable Anthony G. Brown, Member, Maryland House of Delegates
- The Honorable Ulysses Currie, Member, Senate of Maryland
- The Honorable Dereck E. Davis, Member, Maryland House of Delegates
- The Honorable Melony G. Griffith, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- The Honorable Marvin F. Wilson, Member, Prince George's County Council

545

Ms. Lynette R. Washington  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2591

**Responding to letter dated:** Follow-up to 05-20-2002 telephone conversation between Ms. Washington and Mr. Ted Severe regarding a possible sound barrier for the Pines Condominium community

Saved: 05/21/02 12:21 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WASHINGTONLR01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

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**From:** DARRELL MOBLEY  
**To:** TED SEVERE  
**Date:** 5/23/02 1:46PM  
**Subject:** MD 202

Ted,  
Sorry for getting back to you later than expected. There are two projects on MD 202. However, neither of the projects are close to The Pines where the citizen lives. You may want to contact someone from Project Planning to see if a future project is planned for that area.  
Darrell

TES CHECKED W/ PROJ. PLANNING (JOG KRZESLON & DON SPARKLW)  
WHO SUGGESTED CALL DIST (DARREN MOBLEY) - THEY DID NOT  
HAVE PROJECTS ALONG <sup>MD</sup> 202.

DUE 5/31/02

547

NOISE INQUIRY CHECKLIST

DATE 5/20/02 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_ RECEIVED BY T.E. SEVERE

NAME MS. LYNETTE R. WASHINGTON

ADDRESS 10210 PRINCE PLACE - UNIT 207  
LARGO MD 20774-1224  
(include zip code)

DAY TELEPHONE (H) 301-499-3123 (WORK / HOME)

OTHER TELEPHONE (W) 301-816-3297 EM: lwashington@giantofmaryland.com

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. MD 202

COMMUNITY / AREA NAME "The Pines" (from ADC)

LOCATION ALONG HIGHWAY MD 202 @ CAMPUS WAY

SUMMARY OF INQUIRY (LARGO RD) wants sound barrier for comm.

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_ BY \_\_\_\_\_

MD 202 - NOT FULLY-CONTROLLED ACCESS - ∴ not eligible for Type II

\*\*\* REFERENCE FILES \*\*\*

548

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
Real Property Data Search

Go Back  
View Map  
New Search

Account Identifier: District - 13 Account Number - 1445568

Owner Information

Owner Name: WASHINGTON, LYNETTE R Use: RESIDENTIAL CONDO  
Principal Residence: YES  
Mailing Address: 10218 PRINCE PL #10 207 UPPER MARLBORO MD 20772-1224 Deed Reference: 1) /11067/ 726  
2)

(H) 301-493-3123 (W) 301-816-3297 em: lrwashington@giantofmaryland.com

Location & Structure Information

Premises Address: 10218 PRINCE PL UPPER MARLBORO 20772 Zoning: R18 Legal Description: UNIT 10-207 BLDG 10 PINES CONDOMINIUM>

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:	
68	A4		6120	1			82			A-8057

Special Tax Areas: Town Ad Valorem Tax Class 08

Primary Structure Built: 0000 Enclosed Area: Property Land Area: 3,386.00 SF County Use: 061

Stories: Basement Type: CONDO GARDEN Exterior

Value Information

	Base Value	Value		
		As Of 01/01/2000	As Of 07/01/2001	As Of 07/01/2002
Land:	20,190	21,000		
Improvements:	47,110	49,000		
Total:	67,300	70,000	69,100	70,000
Preferential Land:	0	0	0	0

Transfer Information

Seller: YOUNG, EDWARD M & KATHI L	Date: 10/17/1996	Price: \$76,000
Type: IMPROVED ARMS-LENGTH	Deed1: /11067/ 726	Deed2:
Seller: YOUNG, EDWARD M	Date: 07/28/1994	Price: \$0
Type: UNKNOWN	Deed1: /9704/ 685	Deed2:
Seller: YOUNG, EDWARD M &	Date: 09/21/1990	Price: \$0
Type: UNKNOWN	Deed1: /7764/ 954	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Exempt Class:

Special Tax Recapture:

\* NONE \*

EO'S: DIST. 25 - Sen. Ulysses Corrie  
Dess. Anthony G. Brown  
Derek E. Davis  
Melony Griffith

PGCO: DIST 5.  
Mr. Marvin F. Wilson

ORIG CONTACT

Customer Info. View for 2001

Tuesday, May 21, 2002 11:37 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2591		05/21/2002	Phone	WASHINGTON	Ms. Lynette R.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
10218	Prince Place, Unit 207	PG	Upper Marlboro	20774-1224	private	



Elected Official whom has communicated directly to us on this customer

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-816-3297	301-499-3123	lrwashington@giant	Pines Condominium
Logical Project Limits	ROADWAY: MD 202	BarrierName	

SB MD 202 near Campus Way

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria; MD 202 not fully controlled-access hwy; not eligible for consideration for Type II barrier	would like sound barrier for her community	
Last Contact	Researcher	Primary SHA Contact
05/20/2002		Ted
FILE LOCATIO	OTHER	Construction Projects

Current committmen	Construction Projects
sent copy of Community Resource Guide	

Do we owe a letter?	Letter Commit due date:	05/31/2002	Reason Letter is Late	n/a
<input checked="" type="checkbox"/>	Letter signed date			

LAST action

5-20-02 Ms. Washington called (also received call from D-3 Admin Asst Garness Stuart on behalf of Ms. Washington); wants sound barrier for her community along MD 202

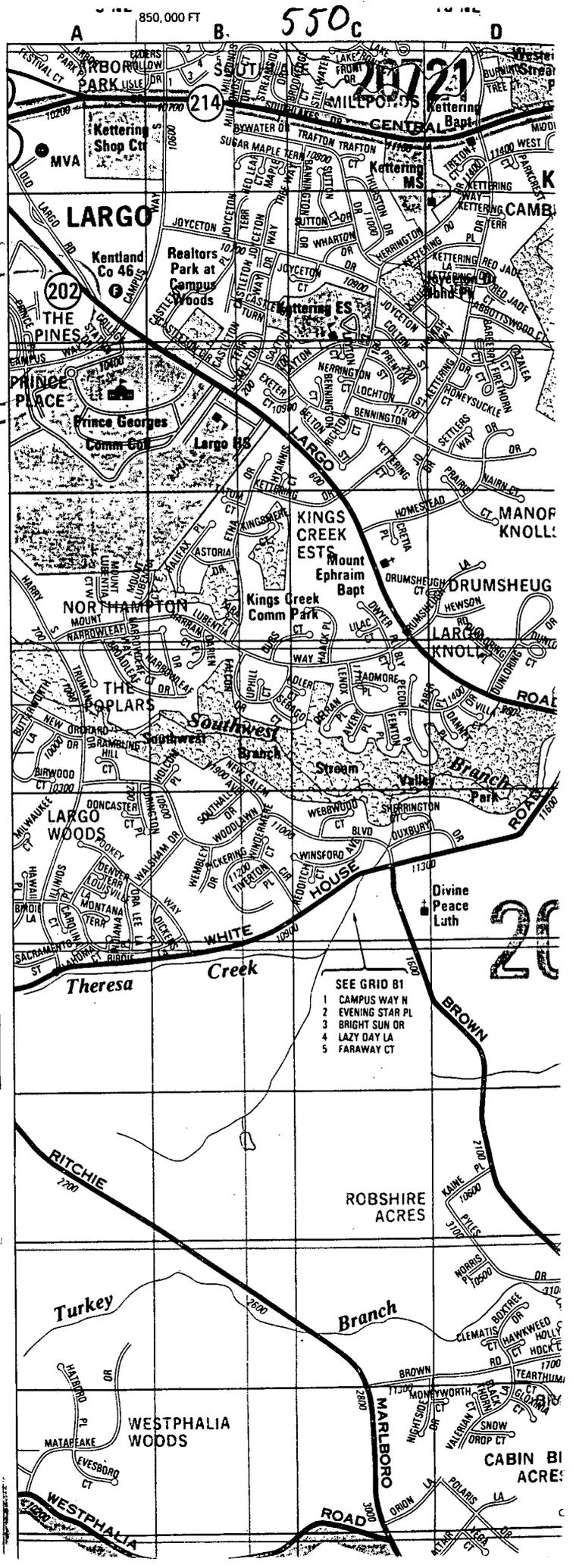
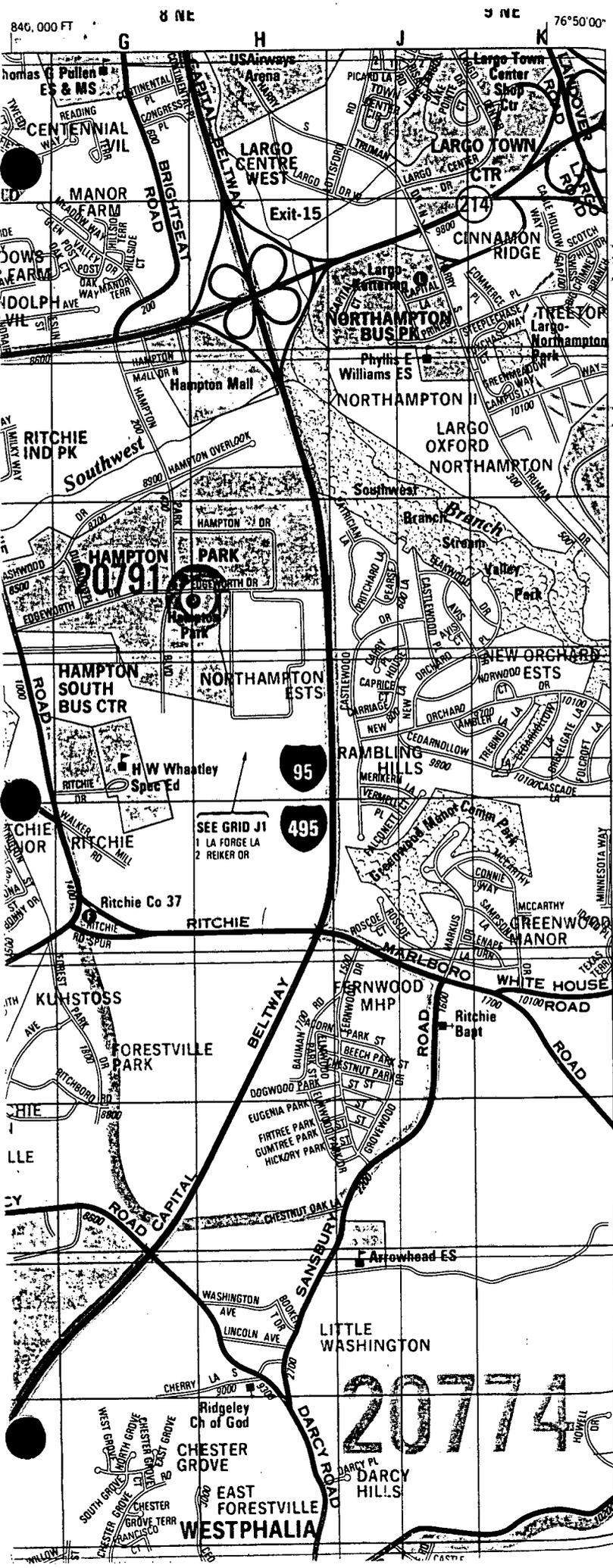


Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05-2002 EO's Dist. 25 Sen. Ulysses Currie; Dels. Anthony G. Brown; Melony G. Griffith; Dereck E. Davis; PG Cncl Marvin F. Wilson

Comment Journal, and letter hyperlinks	\\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\
Consultant Fir	1-888-375-1975 outside MD

**To Meet 100% of our Commitments!**



- SEE GRID B1
- 1 CAMPUS WAY N
  - 2 EVENING STAR PL
  - 3 BRIGHT SUN DR
  - 4 LAZY DAY LA
  - 5 FARAWAY CT

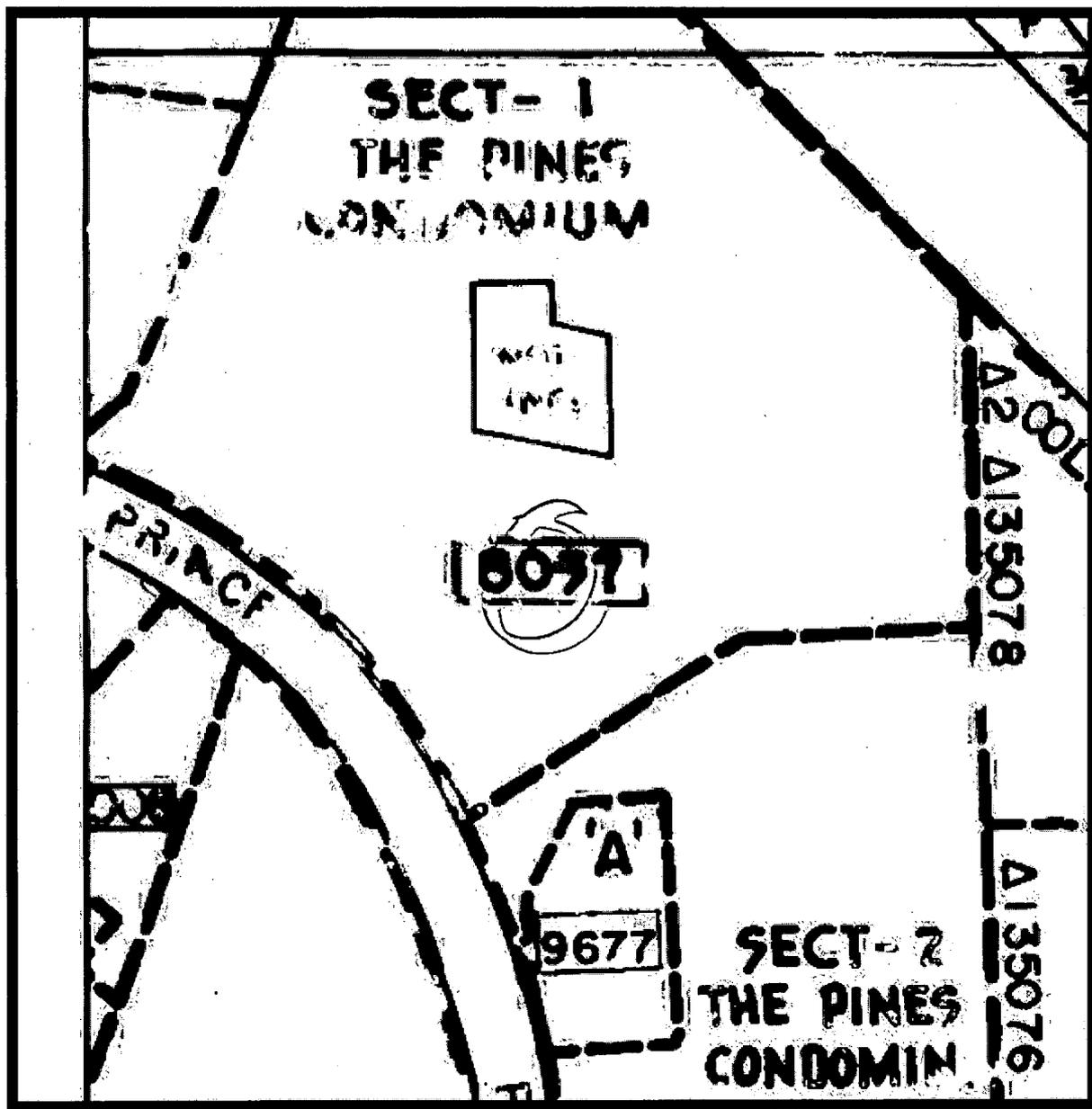
551



Maryland Department of Assessments and Taxation  
PRINCE GEORGE'S COUNTY  
Real Property Data Search

Go Back  
View Map  
New Search

District - 13 Account Number - 1445568



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us](http://www.mdp.state.md.us)



**Maryland Department of Transportation  
State Highway Administration**

552

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

October 22, 2002

Ms. Angela M. Watson  
1701 Baltimore Annapolis Boulevard  
Annapolis MD 21401-5855

Dear Ms. Watson:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Captains Choice community along eastbound US 50 just east of the US50/MD 2 interchange in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans, at this time, for highway improvements to this portion of US 50 that warrant a Type I evaluation of this area.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

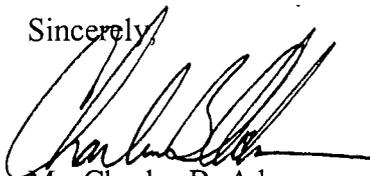
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Angela M. Watson  
Page Two

The State Highway Administration has studied the Captains Choice community to determine its eligibility for the State's Sound Barrier Program. The basic eligibility criterion that must first be met is that the majority of the impacted homes in the community predate the construction of the highway. US 50 was constructed in the mid-1950s and the majority of the homes in the Captains Choice community were constructed in the 1980s. Based on this information, the Captains Choice community is not eligible for a sound barrier because the homes postdate the highway. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,



Mr. Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

- cc: The Honorable John C. Astle, Member, Senate of Maryland
- The Honorable Michael E. Busch, Member, Maryland House of Delegates
- The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
- The Honorable C. Richard D'Amato, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- The Honorable Cathleen M. Vitale, Member, Anne Arundel County Council
- Mr. Greg Welker, District Engineer, State Highway Administration

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Ms. Angels M. Watson  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2635

**Responding to letter dated:** Follow-up to 10-04-2002 telephone conversation between Ms. Watson and Mr. Ted Severe regarding a sound barrier for her community along eastbound US 50 at Baltimore Annapolis Boulevard

Saved: 10/07/02 1:45 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WATSONAM01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

555

NOISE INQUIRY CHECKLIST

DATE 4 OCT 2002 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_ RECEIVED BY T.E. SEVRE

NAME Ms. ANGELA M. WATSON

ADDRESS 1701 BALTIMORE ANNAPOLIS BLVD.  
ANNAPOLIS MD 21401-5855  
(include zip code)

DAY TELEPHONE (H) 410-626-7769 (WORK / HOME)

OTHER TELEPHONE (W) 410-626-8405 em: awatson@simi@aol.com

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. US 50 near MD 2/US 60 interchange

COMMUNITY / AREA NAME CAPTAINS CHOICE

LOCATION ALONG HIGHWAY SE quadrant of US 50/MD 2 interchange

SUMMARY OF INQUIRY referred to SHA by MATA - too noisy -  
please do something

\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_ BY \_\_\_\_\_

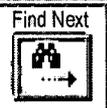
\*\*\* REFERENCE FILES \*\*\*

Customer Info. View for 2001

Monday, October 07, 2002 02:37 PM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2635		10/04/2002	Phone	WATSON	Ms. Angela M.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
1701	Baltimore Annapolis Boulevard	AA	Annapolis	21401-5855	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
410-626-8405	410-626-7769	awatsonlsimi@aol.c	Captains Choice
Logical Project Limits	ROADWAY: US 50	BarrierName	

SE quadrant US 50/301/MD 2 interchange

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria; no Type I warranted; fails for Type II for postdating US 50	wants something to be done to reduce traffic noise	
Last Contact	Researcher:	Primary SHA Contact
10/04/2002		Ted

FILE LOCATIO	OTHER	Current committmen	Construction Projects
Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 10/16/2002	Reason Letter is Late	n/a

LAST action

10-4-02 Ms. Watson called; referred to SHA by MdTA; spoke w/Ted Severe; was told that SHA would research her inquiry and provide an answer in approx. 7-10 days



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

10-2002 EO's Dist. 30 Sen. John C. Astle; Dels. Michael E. Busch; Virginia P. Clagett; C. Richard D'Amato; AA Cncl Cathleen M. Vitale

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer\_notes\

Consultant Fir 1-888-375-1975 outside MD

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557

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Maryland Department of Assessments and Taxation  
ANNE ARUNDEL COUNTY  
Real Property Data Search

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Account Identifier: District - 03 Subdivision - 169 Account Number - 90029269

**Owner Information**

Owner Name: DARNES, DONALD W Use: RESIDENTIAL  
Principal Residence: YES  
Mailing Address: 1701 BALTIMORE ANNAPOLIS BLVD Deed Reference: 1) /10212/ 86  
ANNAPOLIS MD 21401-5855 2)

(H) 410-626-7769 (W) 410-626-8405 em: awatsonsimi@aol.com

**Location & Structure Information**

Premises Address: 1701 BALTIMORE-ANNAPOLIS BLV ANNAPOLIS 21401  
Zoning: R1  
Legal Description: LT 10  
1701 BALTO-ANNAP BLVD  
CAPTAINS CHOICE

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
46	1	390	169			10	80		76/ 24

Special Tax Areas	Town Ad Valorem Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1986	2,464 SF	77,854.00 SF	

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

**Value Information**

	Base Value	Value As Of 01/01/2001	Phase-in Assessments As Of 07/01/2002	As Of 07/01/2003
Land:	76,960	76,960		
Improvements:	84,770	131,350		
Total:	161,730	208,310	192,782	208,310
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: CLARK, KENNETH L Date: 03/01/2001 Price: \$299,000  
Type: IMPROVED ARMS-LENGTH Deed1: /10212/ 86 Deed2:  
Seller: WALSH, JAMES G Date: 05/05/1992 Price: \$188,000  
Type: IMPROVED ARMS-LENGTH Deed1: / 5614/ 590 Deed2:  
Seller: CAPTAINS CHOICE INC Date: 01/21/1986 Price: \$138,000  
Type: IMPROVED ARMS-LENGTH Deed1: / 4013/ 159 Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
Exempt Class:

Special Tax Recapture:

\* NONE \*

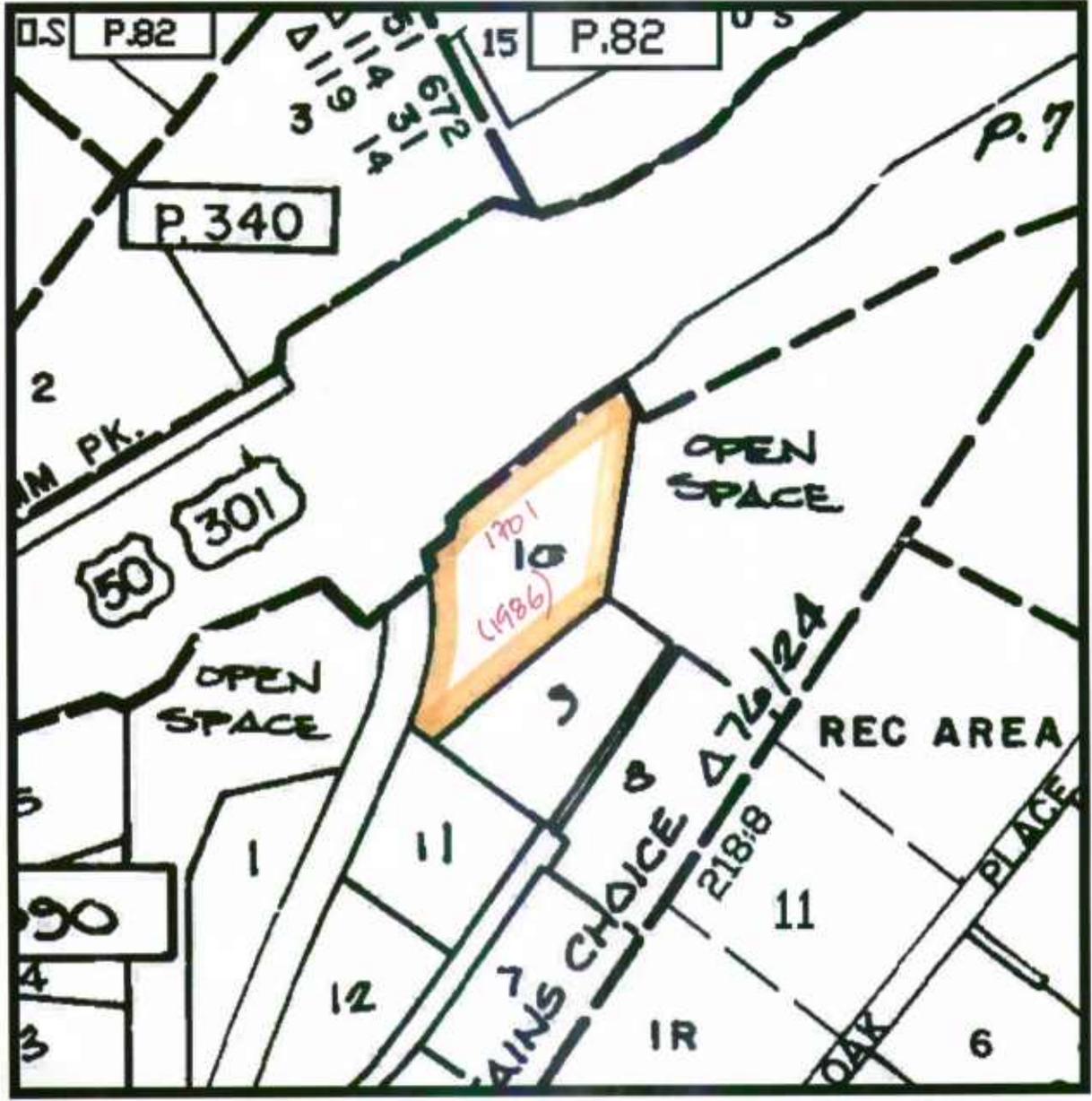
EO's - Dist 30 Sen. John C. Astle  
Debs. Michael E. Busch  
Virginia P. Claquet  
C. Richard D'Amato

AAW: DIST 5  
Catherine M. Votale

558

	<p>Maryland Department of Assessments and Taxation  <b>ANNE ARUNDEL COUNTY</b>          Real Property Data Search</p>	<p><a href="#">Go Back</a>  <a href="#">View Map</a>  <a href="#">New Search</a></p>
---	---	--

District - 03 Subdistrict - 169 Account Number - 90029269

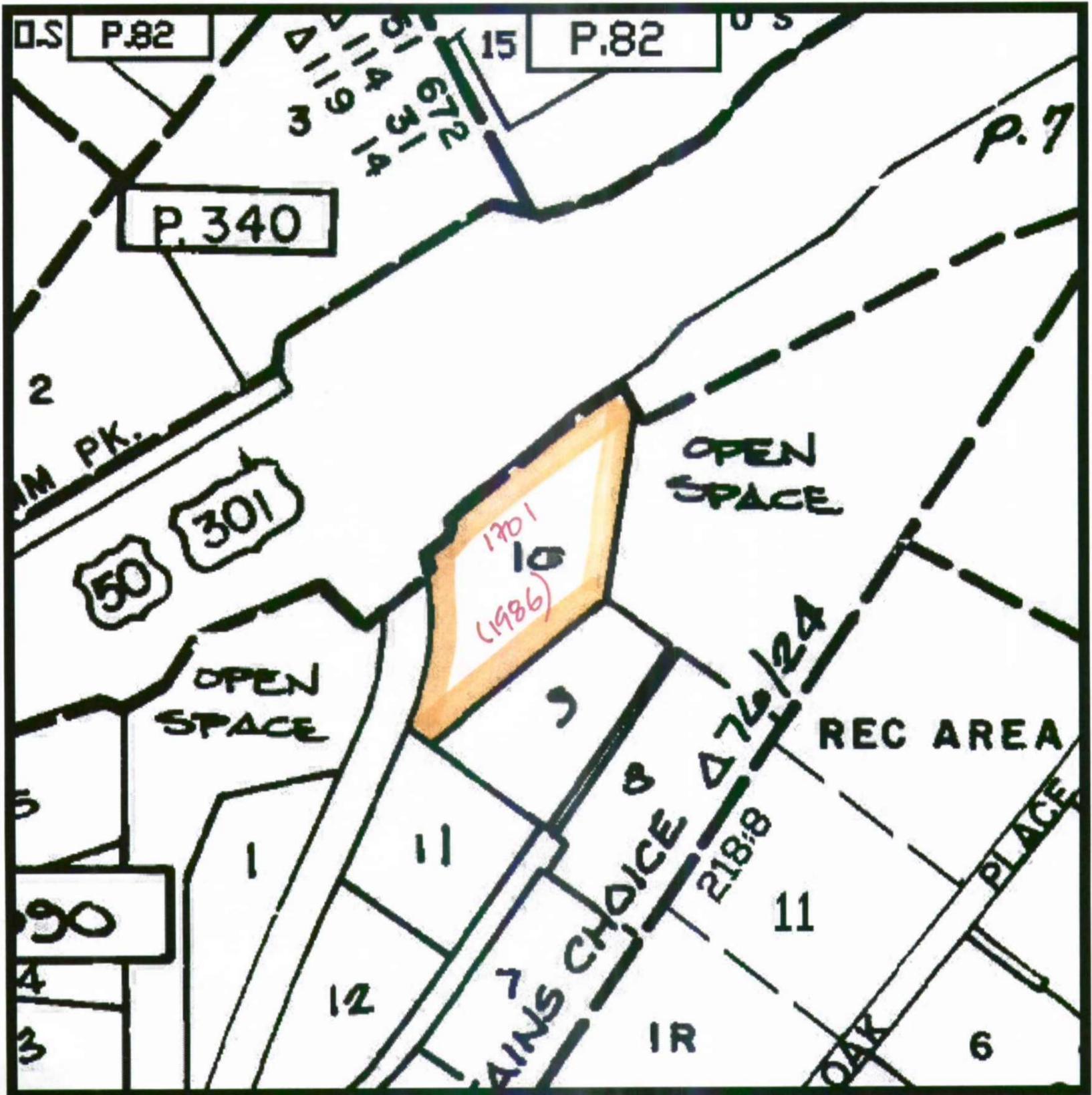


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558

	<p>Maryland Department of Assessments and Taxation  <b>ANNE ARUNDEL COUNTY</b>          Real Property Data Search</p>	<p><a href="#">Go Back</a>  <a href="#">View Map</a>  <a href="#">New Search</a></p>
---	---	--

District - 03 Subdistrict - 169 Account Number - 90029269



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**Annapolis, MD**  
**21401-5855, US**



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maps

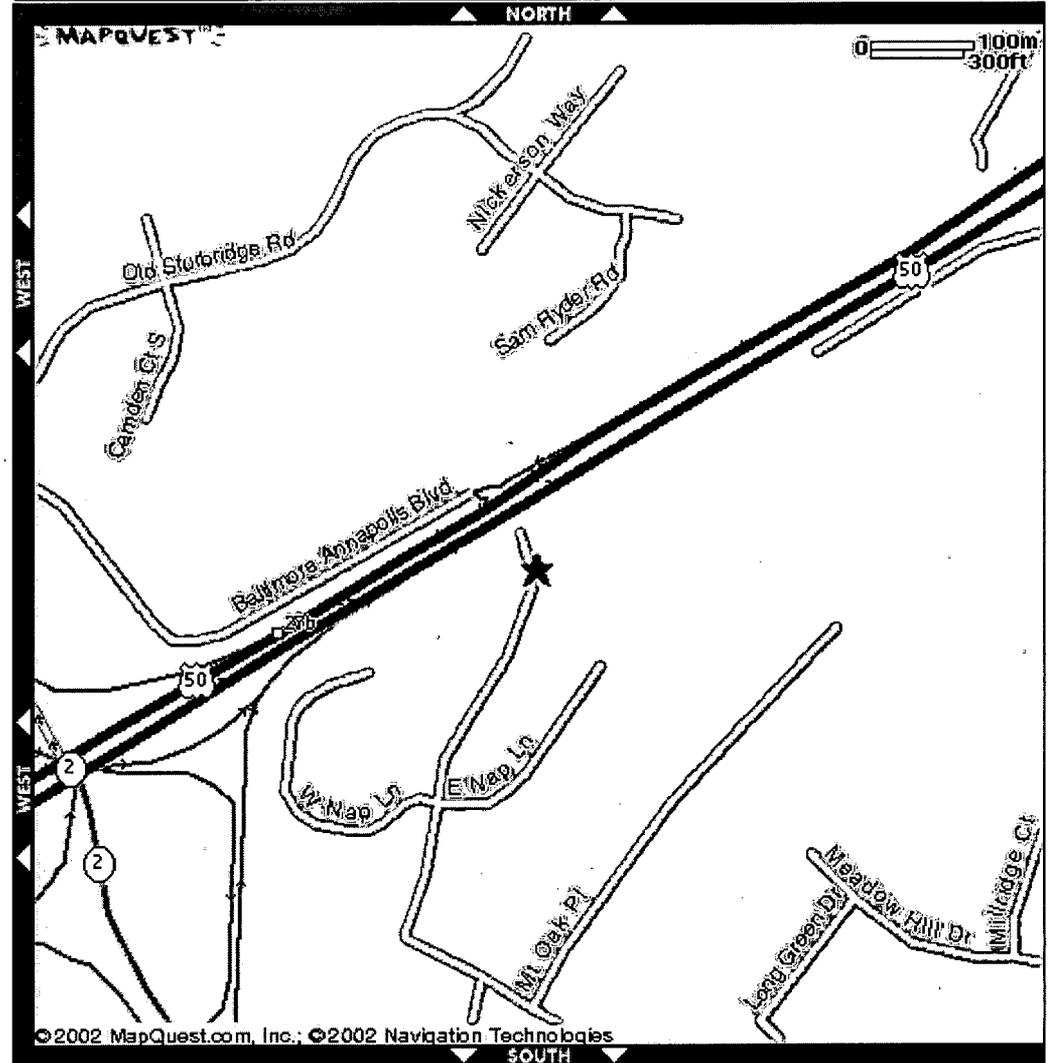
- Address
- Airport
- ZIP Code
- City
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- Baltimore News
- Baltimore Movies
- Baltimore Entertainment

Yellow Pages

Search Annapolis for:

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Map Legend



**Maryland Department of Transportation  
State Highway Administration**

561

Parris N. Glendening  
Governor  
John D. Porcari  
Secretary  
Parker F. Williams  
Administrator

June 6, 2002

Ms. Shawnte L. White  
5513 Leith Road  
Baltimore MD 21239-3306

Dear Ms. White:

RE: Home under construction at 6911 Richardson Avenue

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier to protect the new homes under construction on Richardson Avenue in the Mahogany Park community along the inner loop of I-695 south of Windsor Mill Road in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. As there are no plans for widening of I-695 in this area, Type I sound barriers cannot be considered.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Ms. Shawnte L. White  
Page Two

Mahogany Park is immediately adjacent to Featherbed Park along the inner loop of I-695. The Featherbed Park community has been evaluated for a Type II sound barrier as outlined above. Based on that evaluation, the Featherbed Park community is not eligible for a Type II sound barrier because the majority of its homes were built after I-695's opening date in 1962. The homes in Mahogany Park are currently under construction and this community was platted in the 1980s and is exempt from the Baltimore County development regulation requiring developers to avoid development in a noise impact zone or to provide noise mitigation. Based on this information, the Mahogany Park community also cannot be considered for a Type II sound barrier because the homes in the community postdate the 1962 opening date of I-695. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,  
  
Charles B. Adams  
Director  
Office of Environmental Design

- Enclosure
- cc: The Honorable Emmett C. Burns, Member, Maryland House of Delegates
  - The Honorable Adrienne A.W. Jones, Member, Maryland House of Delegates
  - The Honorable Kevin Kamenetz, Member, Baltimore County Council
  - The Honorable Delores G. Kelley, Member, Senate of Maryland
  - Mr. David J. Malkowski, District Engineer, State Highway Administration
  - The Honorable Shirley Nathan-Pulliam, Member, Maryland House of Delegates
  - Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

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Ms. Shawnte L. White  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Ms. Linda Singer, Community Liaison, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2596

**Responding to letter dated:** Follow-up letter to 05-24-2002 telephone conversation between Ms. White and Mr. Ted Severe regarding a sound barrier for the Mahogany Park community; Ms. White indicated that her new home was under construction and wished to find out if a sound barrier was planned

Saved: 05/29/02 11:35 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WHITESL01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

NOISE INQUIRY CHECKLIST

DATE 5/24/02 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # \_\_\_\_\_ RECEIVED BY T.E. SEVIER

NAME Ms. SHAWNTE L. WHITE

ADDRESS 5513 LETT ROAD  
BALTIMORE MD 21239-3306  
(include zip code)

DAY TELEPHONE (H) 410-323-5767 (WORK / HOME)

OTHER TELEPHONE Cell: 410-375-4028

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. I-695

COMMUNITY / AREA NAME MAHOGANI PARK

LOCATION ALONG HIGHWAY UNDER ROAD I-695 ~~before~~ south of

SUMMARY OF INQUIRY WINDSOR HILL RD.

HOUSE @ 6911 RICHARDSON AV UNDER CONSTRUCTION; Mr. White  
wants to know if a barrier is planned.

\*\*\* FOLLOW-UP \*\*\*

DATE 5/24/02 BY \_\_\_\_\_

MAHOGANI PARK POSTDATES; NOT ELIGIBLE FOR TYPG II -  
NO FORESEEN PLANS TO WIDEN I-695 in this area -  
∴ No Type I consideration.

\*\*\* REFERENCE FILES \*\*\*

565

**From:** CHARLES ADAMS  
**To:** NICOLE ROSS  
**Date:** 5/24/02 9:42AM  
**Subject:** Nicole, please call Andrea White at 410 375-4028. She is inquiring about a sound barrier.

Nicole, please call Andrea White at 410 375-4028. She is inquiring about a sound barrier.

Thanks

Charlie

**CC:** JIM HADE

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	<b>Maryland Department of Assessments and Taxation</b> <b>BALTIMORE COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
---	---	---

Account Identifier: District - 02 Account Number - 2200007022

**Owner Information**

<b>Owner Name:</b>	RONA ROAD LLC	<b>Use:</b>	RESIDENTIAL
<b>Mailing Address:</b>	C/O THOMAS W SPERL 4208 EBENEZER RD, 2ND FL BALTIMORE MD 21236-2140	<b>Principal Residence:</b>	NO
		<b>Deed Reference:</b>	1) /15274/ 569 2)

**Location & Structure Information**

<b>Premises Address</b>	<b>Zoning</b>	<b>Legal Description</b>
6911 RICHARDSON AVE		.178 AC AMEEN DEVELOPMENT

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
88	13	621				5	80		63/ 14

<b>Special Tax Areas</b>	<b>Town Ad Valorem Tax Class</b>		
<b>Primary Structure Built</b>	<b>Enclosed Area</b>		
0000	7,753.00 SF		
<b>County Use</b>			
04			
<b>Stories</b>	<b>Basement</b>	<b>Type</b>	<b>Exterior</b>

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of 01/01/2001	Value As Of 07/01/2001	Value As Of 07/01/2002
Land:	22,810	22,810		
Improvements:	0	0		
<b>Total:</b>	<b>22,810</b>	<b>22,810</b>	<b>22,810</b>	<b>22,810</b>
Preferential Land:	0	0	0	0

**Transfer Information**

<b>Seller:</b> AMEEN VENTURES INC	<b>Date:</b> 06/08/2001	<b>Price:</b> \$221,000
<b>Type:</b> MULT ACCTS ARMS-LENGTH	<b>Deed1:</b> /15274/ 569	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>
<b>Seller:</b>	<b>Date:</b>	<b>Price:</b>
<b>Type:</b>	<b>Deed1:</b>	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2001	07/01/2002
County	000	0	0
State	000	0	0
Municipal	000	0	0

**Tax Exempt:** NO **Special Tax Recapture:**

**Exempt Class:** \* NONE \*

Customer Info. View for 2001

Wednesday, May 29, 2002 11:08 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2596		05/29/2002	Phone	WHITE	Ms. Shawnte L.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
5513	Leith Road	BA	Baltimore	21239-3306	private	

Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
cell: 410-375-4028	410-323-5767		Mahogany Park

Logical Project Limits: ROADWAY: I-695 BarrierName

inner loop I-695 south of Windsor Mill Road

RESPONSE	INQUIRY	2nd Contact
Mahogany Park platted in 1980s; is exempt from BA Co noise ordinance; postdates I-695; not eligible for Type II; described Type I & II criteria	is a sound barrier planned?	
Last Contact	Researcher	Primary SHA Contact
05/24/2002		Ted

FILE LOCATIO	OTHER	Current committmen	Construction Projects
		Ted	
Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 06/07/2002	Reason Letter is Late	n/a
LAST action	Letter signed date		

5-24-02 Ms. White called; spoke w/Ted Severe; she is building home at 6911 Richardson Av in Mahogany Park community; wants to know if barrier is planned

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

05-2002 EO's Dist. 10 Sen. Delores G. Kelley; Dels. Emmett C. Burns; Shirley Nathan-Pulliam; Adreinne A.W. Jones; BA Cncl Kevin Kamenetz

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer\_notes

Consultant Fir 1-888-375-1975 outside MD

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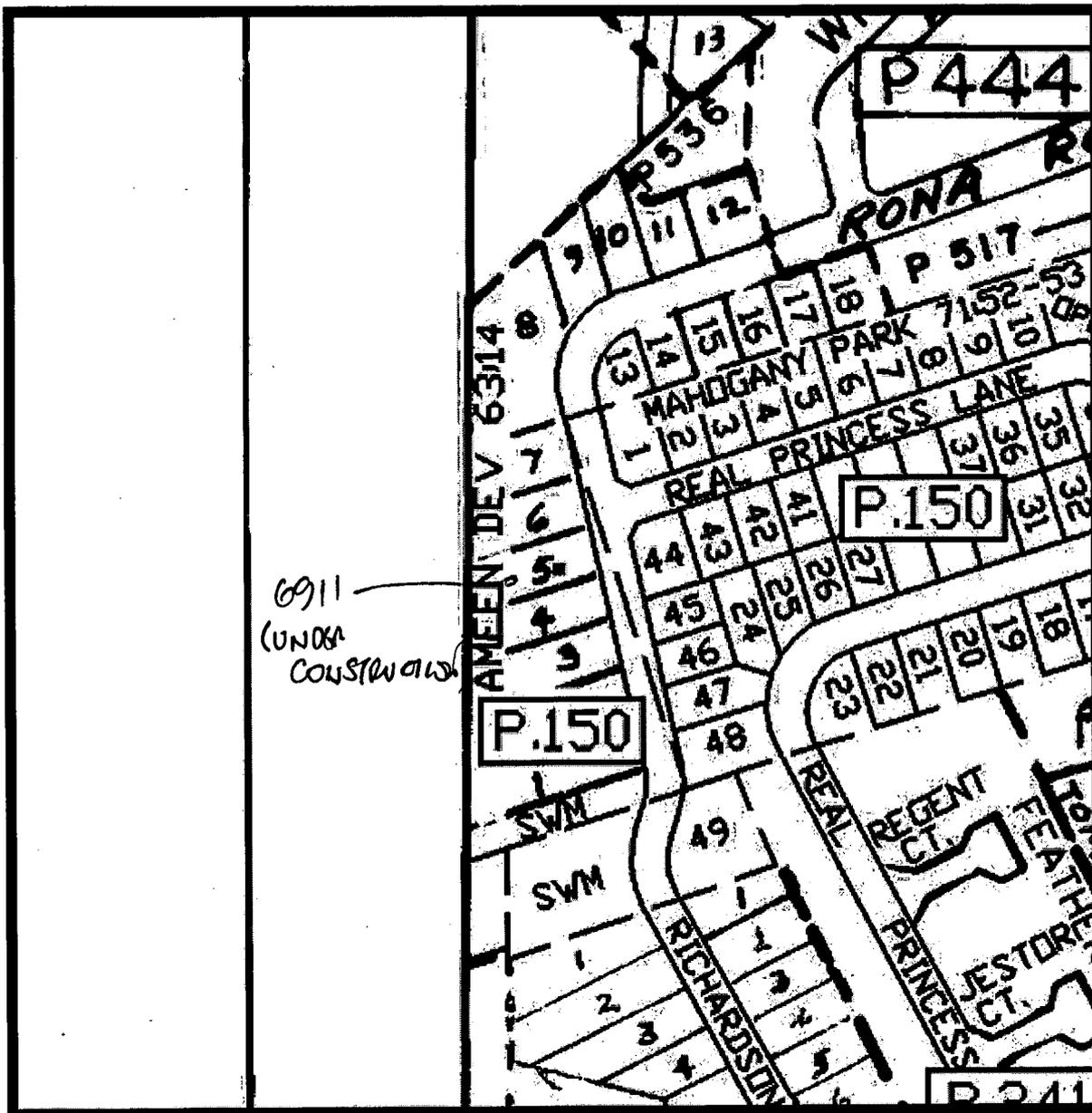
568



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District - 02 Account Number - 2200007022



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**Maryland Department of Transportation  
State Highway Administration**

569

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

April 10, 2002

Mr. Ronald Wildman  
Wildman Environmental Services  
4747 Bonnie Branch Road  
Ellicott City MD 21043-6809

Dear Mr. Wildman:

This letter is a follow-up to your recent request to Mr. James Hade, our Noise Abatement Team Leader, for barrier heights and alignment for the sound barrier for the Columbia Road at St. Johns Lane community along southbound US 29 between Frederick Road and MD 103 and the barrier for the High Ridge community along northbound I-95 near the I-95/MD 216 interchange, both in Howard County. I appreciate the opportunity to provide additional information.

The sound barrier for the High Ridge community is currently under design. It will be adjacent to northbound I-95 from the Patuxent River bridge to approximately 2,200 feet south of the I-95/MD 216 interchange in Howard County. Construction is tentatively scheduled to begin in the Spring of 2003. The State Highway Administration will conduct an informational meeting later this year for the community to provide information on the project. We hope that the information already provided concerning the sound barrier project for the Columbia Road at St. Johns Lane community along southbound US 29 has proved adequate for your noise study for Howard County.

Thank you for contacting our Noise Abatement Team. If you have additional questions or concerns, please do not hesitate to contact Mr. Hade at 410-545-8599 or 1-800-446-5962 or, by e-mail, at [jhade@sha.state.md.us](mailto:jhade@sha.state.md.us). He will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams'.

Charles B. Adams  
Director  
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Mr. Robert L. Fisher, District Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Ronald Wildman  
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2534

**Responding to letter dated:** Follow-up to request for barrier information for US 29/Columbia Road at  
St. Johns Lane and High Ridge, both barriers in Howard County to assist with independent noise studies  
in the two areas

Saved: 01/18/02 4:21 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WILDMANR01.doc



**Maryland Department of Transportation  
State Highway Administration**

591

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

October 9, 2002

Mr. Raymond C. Wilkinson  
10517 Farnham Drive  
Bethesda MD 20814-2221

Dear Mr. Wilkinson:

This letter is a follow-up to your recent telephone conversations with Mr. Jeff Roberts, of the State Highway Administration's (SHA) Office of Bridge Development, and Ms. Nicole Ross, of our staff, regarding the sound barrier being constructed for the Wildwood Manor community. I appreciate the opportunity to respond to your concerns.

You indicated that you could still see the traffic on I-270 from your second story bedroom window and, as a result of your observation, you feel that SHA should increase the height of the barrier. The primary goal, when a sound barrier is built, is to reduce noise levels in outdoor living spaces of residential properties. More specifically, the primary areas of concentration are the ground level backyards, patios, pools, and other similar use areas. The actual receptor position is at "ear-height", assumed to be approximately 5 feet above the ground. This approach is standard practice in the industry. To attempt to provide noise reductions at areas higher above the ground would substantially increase the height and, most likely, the cost would fall outside our guidelines. This is the reason that you can see over the top of the barrier from your second floor level as the barrier was not designed to provide noise level reductions at the second floor elevation. We are confident that the performance of the barrier will meet our design goal at the ground level.

Thank you for your telephone calls and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will be happy to assist you.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates  
The Honorable Howard A. Denis, Member, Montgomery County Council  
The Honorable Brian E. Frosh, Member, Senate of Maryland  
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates  
The Honorable Susan C. Lee, Member, Maryland House of Delegates  
Mr. Jeff Roberts, Office of Bridge Development, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

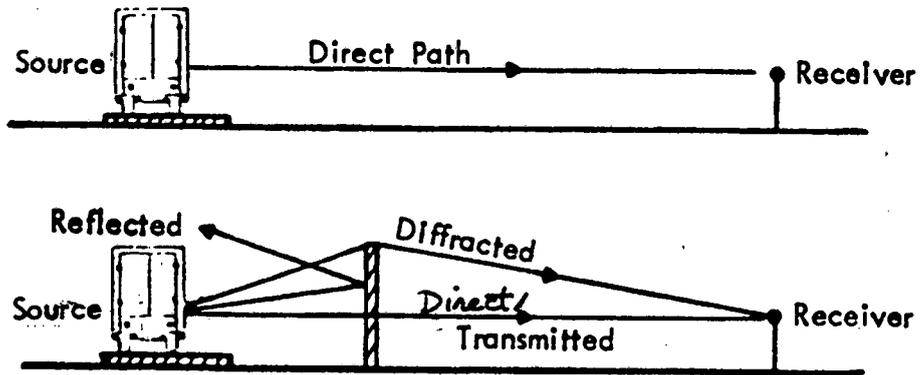
EXHIBIT 1

FIGURE 1. ALTERATION OF NOISE PATHS BY A BARRIER

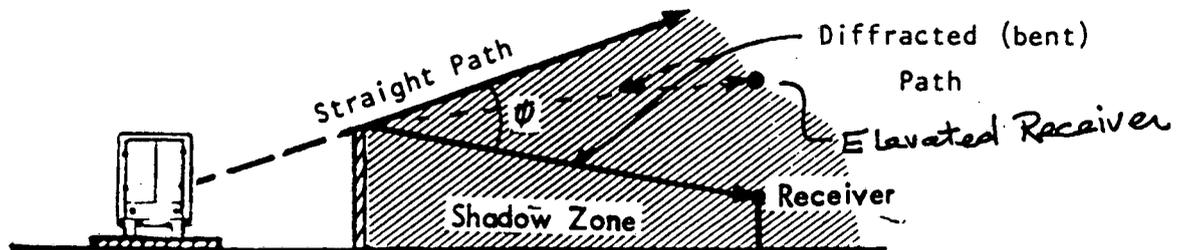


FIGURE 2. BARRIER DIFFRACTION

Taken from Federal Highway Administration textbook, "Fundamentals and Abatement of Highway Traffic Noise", Document 8 - Highway Noise Mitigation, September 1980.

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Mr. Raymond C. Wilkinson  
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2633

**Responding to letter dated:** Follow-up to telephone conversations between Mr. Wilkinson and Mr. Jeff Pratt and Ms. Nicole Ross that the Wildwood Manor barrier under construction needs to be increased in height by approx. 4 feet because Mr. Wilkinson can see over the top of the barrier from his second story bedroom window

Saved: 10/02/02 2:28 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WILKINSONRC01.doc

Enclosure:

One copy of *EXHIBIT 1* with "Figure 1. Alteration of Noise Paths by a Barrier" and "Figure 2. Barrier Diffraction"

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Customer Info. View for 2001

Friday, September 27, 2002 11:53 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2633		09/26/2002	Phone	WILKENSON	Mr. Raymond C.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
10517	Farnham Drive	MO	Bethesda	20814-2221	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-530-3689		Wildwood Manor

Logical Project Limits | ROADWAY: I-270 Espur | BarrierName

EB I-270 East Spur between I-270/MD 187 interchange and Fleming Av

RESPONSE	INQUIRY	2nd Contact
	barrier on I-270 is not high enough - wants it made 4 feet higher	
Last Contact	Researcher	Primary SHA Contact
09/26/2002		Nicole
FILE LOCATIO	OTHER	Current committmen

Do we owe a letter?	Letter Commit due date:	10/11/2002
<input checked="" type="checkbox"/>	Letter signed date	Reason Letter is Late
		n/a

9/26/02: Called Jeff Roberts (Bridge) via voice mail; would like barrier to be at least 4 feet higher; can still see all the traffic from bedroom window of his home; can still hear a lot of noise from traffic; wants SHA to do something about it

*9/30/02 - Mr. W. Callan - his Ob. pt. is 2nd floor bed -*



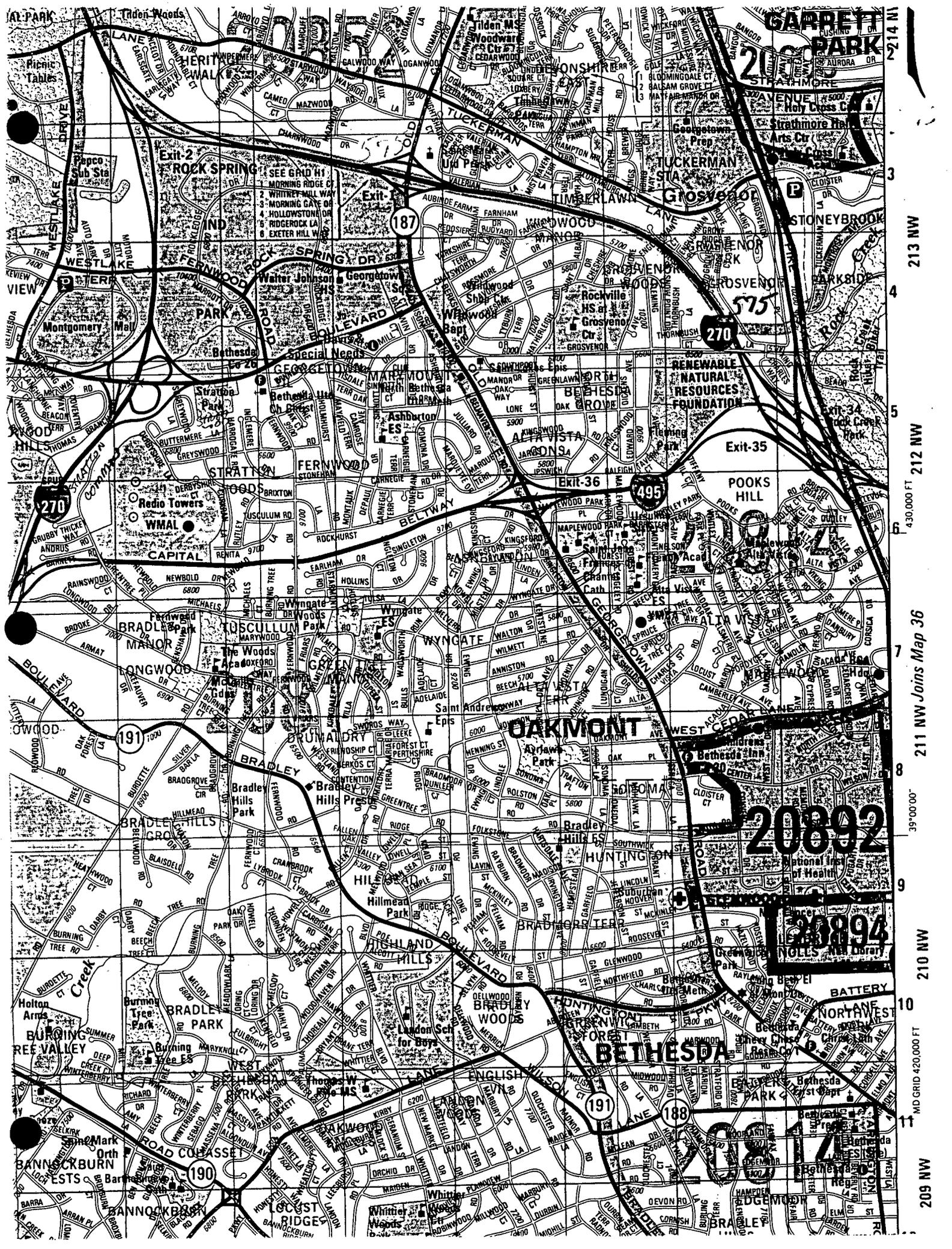
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

09-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl Howard A. Denis

Comment Journal, and letter hyperlinks | \shadgn\vol1\user\oed\Noise\ibase\Customer\_notes

Consultant Fir | 1-888-375-1975 outside MD

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214 NW  
213 NW  
212 NW  
430,000 FT  
211 NW Joins Map 36  
39°00'00"  
210 NW  
10  
209 NW

20892

20894

20814

- 1. SEE GRID HT
- 2. MORNING RIDGE C
- 3. WHITNEY HILL WA
- 4. MORNING GATE DR
- 5. HOLLOWSTON DR
- 6. RIDGEROCK LA
- 7. EXETER HILL WA

RENEWABLE  
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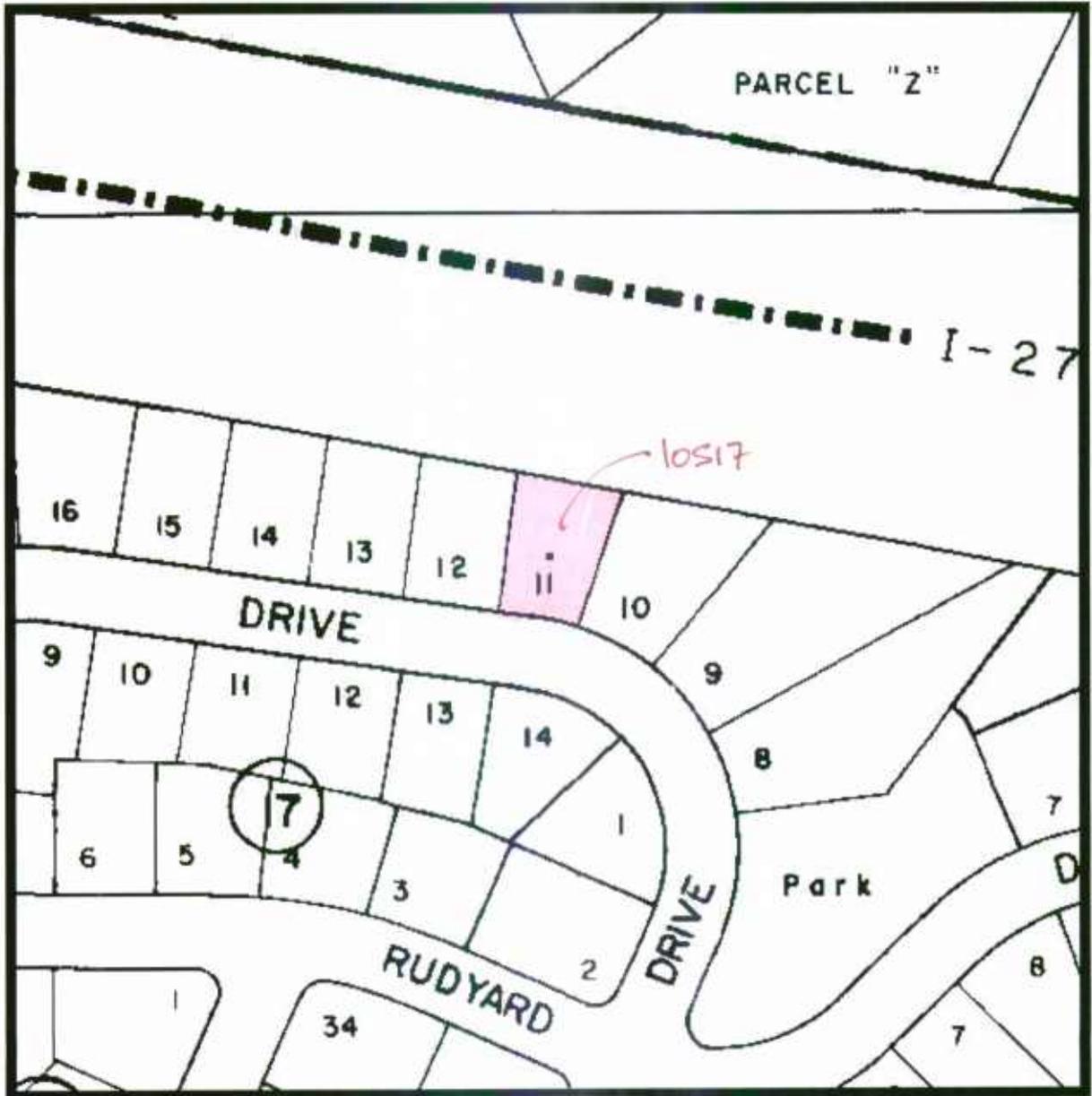
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District - 07 Account Number - 00696834

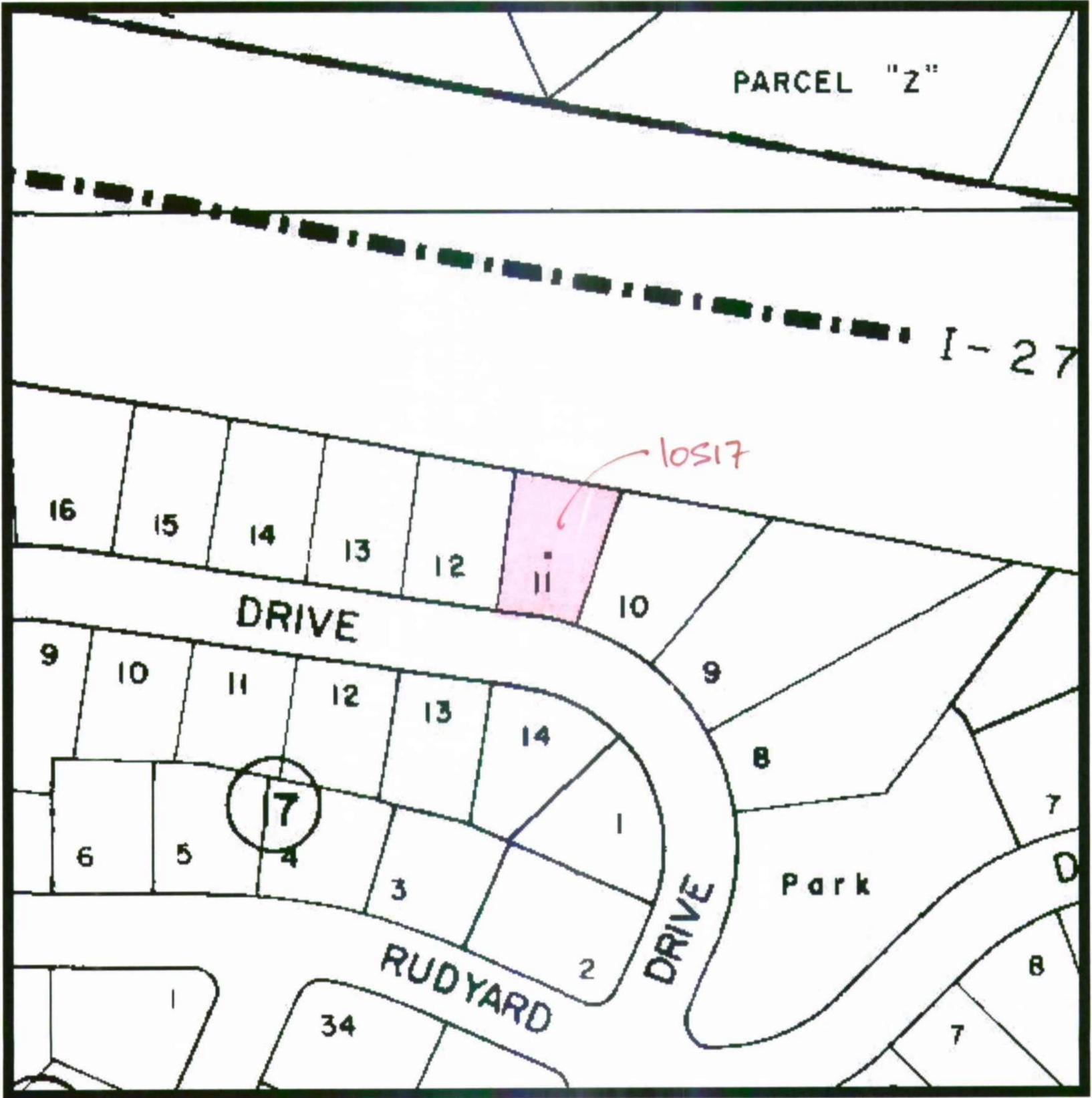


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	Maryland Department of Assessments and Taxation	<a href="#">Go Back</a>
	MONTGOMERY COUNTY	<a href="#">View Map</a>
	Real Property Data Search	<a href="#">New Search</a>

District - 07 Account Number - 00696834



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- City
- Area Code
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**10517 Farnham Dr**  
**Bethesda, MD**  
**20814-2221, US**



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- **ZIP Code**
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MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

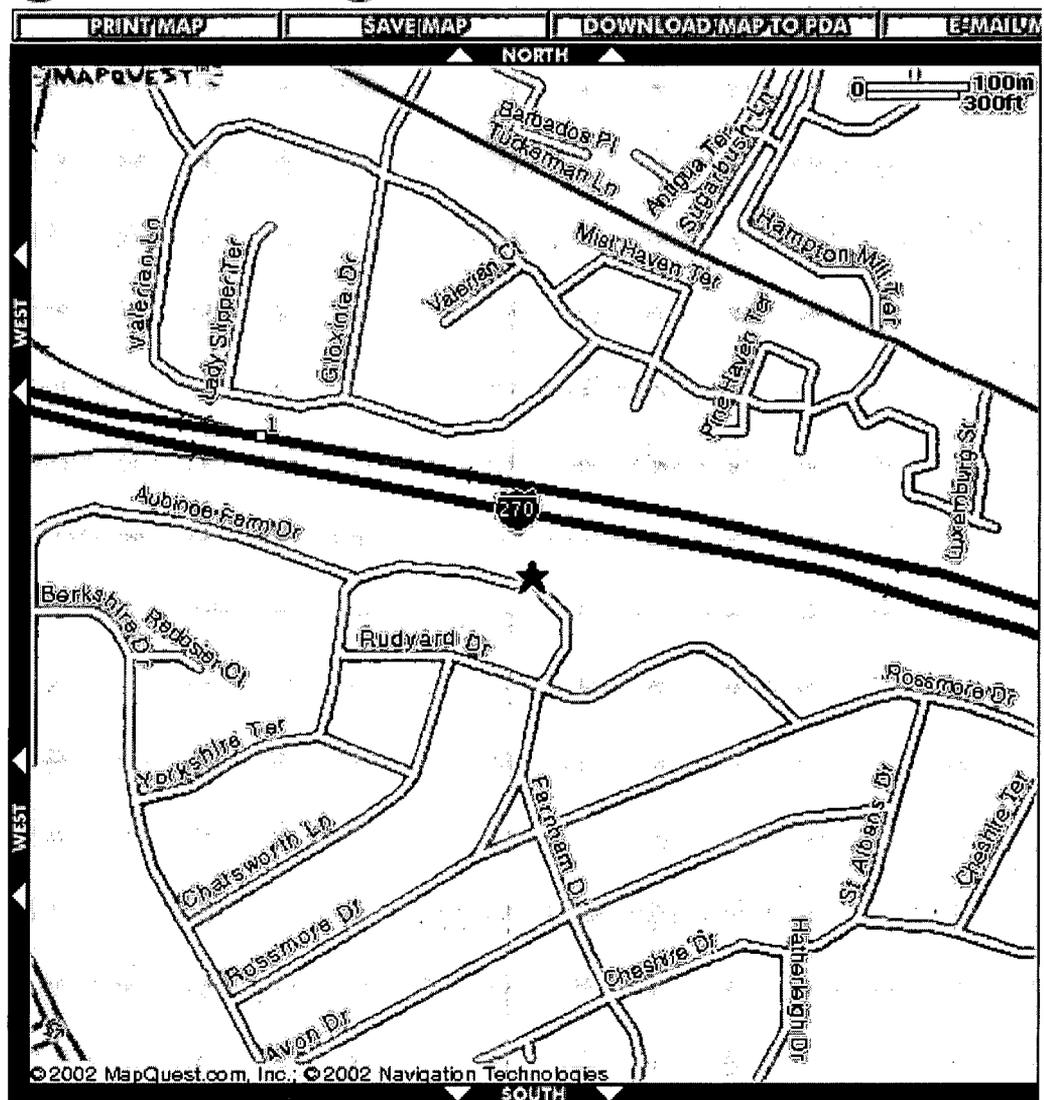
### maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
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Bethesda, MD  
20814-2221, US

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### City Guide

- Washington, DC Dining
- Washington, DC News
- Washington, DC Movies
- Washington, DC Entertainment

### Yellow Pages

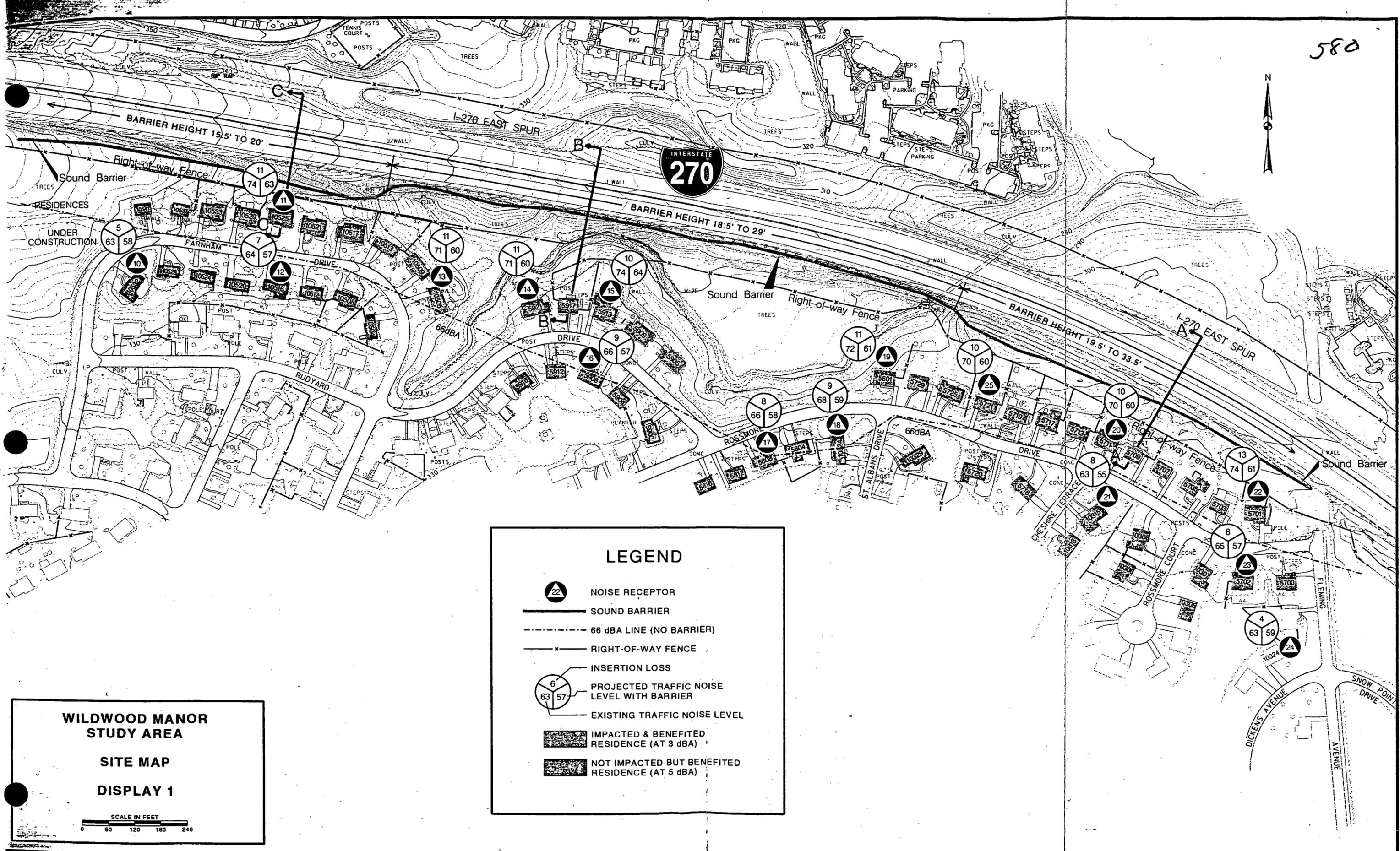
Search Bethesda for:

CLICKING ON MAP WILL:  Zoom In  Re-center  Move Location

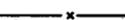
ADDITIONAL MAP FEATURES: [Customize Map](#) [Add A Location](#)

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Map Legend

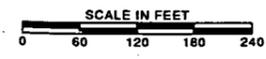


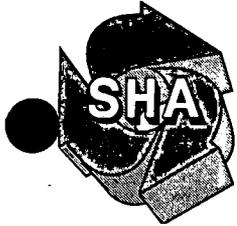
### LEGEND

-  NOISE RECEPTOR
-  SOUND BARRIER
-  66 dBA LINE (NO BARRIER)
-  RIGHT-OF-WAY FENCE
-  INSERTION LOSS
-  PROJECTED TRAFFIC NOISE LEVEL WITH BARRIER
-  EXISTING TRAFFIC NOISE LEVEL
-  IMPACTED & BENEFITED RESIDENCE (AT 3 dBA)
-  NOT IMPACTED BUT BENEFITED RESIDENCE (AT 5 dBA)

### WILDWOOD MANOR STUDY AREA

### SITE MAP DISPLAY 1





**Maryland Department of Transportation**  
**State Highway Administration**

581  
Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 25, 2002

Ms. Mary J. Williams  
903 Castlewood Drive  
Upper Marlboro MD 20774-2216

Dear Ms. Williams:

This letter is a follow-up to your telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Rambling Hills community, along northbound I-95/I-495 between Ritchie Marlboro Road and Central Avenue (MD 214) in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. SHA is considering various transportation capacity improvements for the entire I-495 corridor. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including noise level impacts. Ms. Sue Rajan, with SHA's Office of Planning and Preliminary Engineering, may be able to offer you additional information on this subject. She can be reached at 410-545-8514 or, by e-mail, at [srajan@sha.state.md.us](mailto:srajan@sha.state.md.us). She will be happy to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Ms. Mary J. Williams  
Page Two

The State Highway Administration has evaluated the Rambling Hills community for a Type II sound barrier as outlined above. The results of our evaluation determined that the majority of the homes in the Rambling Hills community were constructed in the mid- to late-1970s, after the 1964 opening date for the Capital Beltway (I-95/I-495). Based on this information, the Rambling Hills community cannot be considered for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at [nross@sha.state.md.us](mailto:nross@sha.state.md.us). She will also be happy to assist you.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

cc: The Honorable Anthony G. Brown, Member, Maryland House of Delegates  
The Honorable Ulysses Currie, Member, Senate of Maryland  
The Honorable Dereck E. Davis, Member, Maryland House of Delegates  
The Honorable Melony G. Griffith, Member, Maryland House of Delegates  
Ms. Sue Rajan, Office of Planning and Preliminary Engineering, State Highway Administration  
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration  
The Honorable Ronald V. Russell, Member, Prince George's County Council  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration  
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Ms. Mary J. Williams  
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration  
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation

**Serial #:** None  
**OED Serial#:** None  
**Noise Customer #:** 2631  
**Responding to letter dated:**  
Saved: 09/23/02 1:03 PM by: T.E. Severe  
N:\OED\NOISE\CORRESP\2002\WILLIAMSMJ01.doc

Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

584

NOISE INQUIRY CHECKLIST

DATE 9/23/2002 FILE? Y/N \_\_\_\_\_

CUSTOMER ID. # 2631 RECEIVED BY T.E. SEVRE

NAME Ms. MARY J. WILLIAMS

ADDRESS 903 CASTLEWOOD DRIVE

UPPER MARLBORO MD 20774-2216  
(include zip code)

DAY TELEPHONE (H) 301-324-1852 (WORK / HOME)

OTHER TELEPHONE email: marymw11@aol.com

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. I-95/I-495

COMMUNITY / AREA NAME RAMBUNG HILLS

LOCATION ALONG HIGHWAY NB I-95/I-495 between Ritchie Marlboro Rd &

SUMMARY OF INQUIRY Central Av (MD 214)

Can a barrier be built to protect Ms. Williams' comm?

\*\*\* FOLLOW-UP \*\*\*

DATE 9/23/02 BY T.E. SEVERE

1) Provided Comm Reason Guide 2) Comm. posted I-95/495  
is not elig for TYPE A ban.

\*\*\* REFERENCE FILES \*\*\*

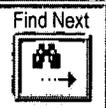
Customer Info. View for 2001

Monday, September 23, 2002 01:10 PM

TSevere

585

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2631		09/23/2002	Phone	WILLIAMS	Ms. Mary J.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
903	Castlewood Drive	PG	Upper Marlboro	20774-2216	private	



Elected Official whom has communicated directly to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	301-324-1852	marymwill@aol.com	Rambling Hills

Logical Project Limits | ROADWAY: I-95/I-495 | BarrierName

NB I-95/I-495 between Ritchie Marlboro Rd and Central Av (MD 214)

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria; Rambling Hills not eligible for Type II because it postdates I-95/I-495	can a barrier be built for my community	
	Last Contact	Researcher
	09/23/2002	
	Primary SHA Contact	Construction Projects
	Ted	

FILE LOCATIO	OTHER	Current committmen
		provided copy of Community Resource guide

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late
<input checked="" type="checkbox"/>	10/04/2002		n/a

LAST action | 9-23-02 Ms. Williams called; spoke w/ted Severe; to research comm & send letter in 7-10 days with results



Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

09-2002 EO's Dist. 25 Sen. Ulysses Currie; Dels. Anthony G. Brown; Dereck E. Davis; Melony G. Griffith; PG Cndl Ronald V. Russell

Comment Journal, and letter hyperlinks | \shadgn\vol1\user\oed\Noise\ibase\Customer\_notes

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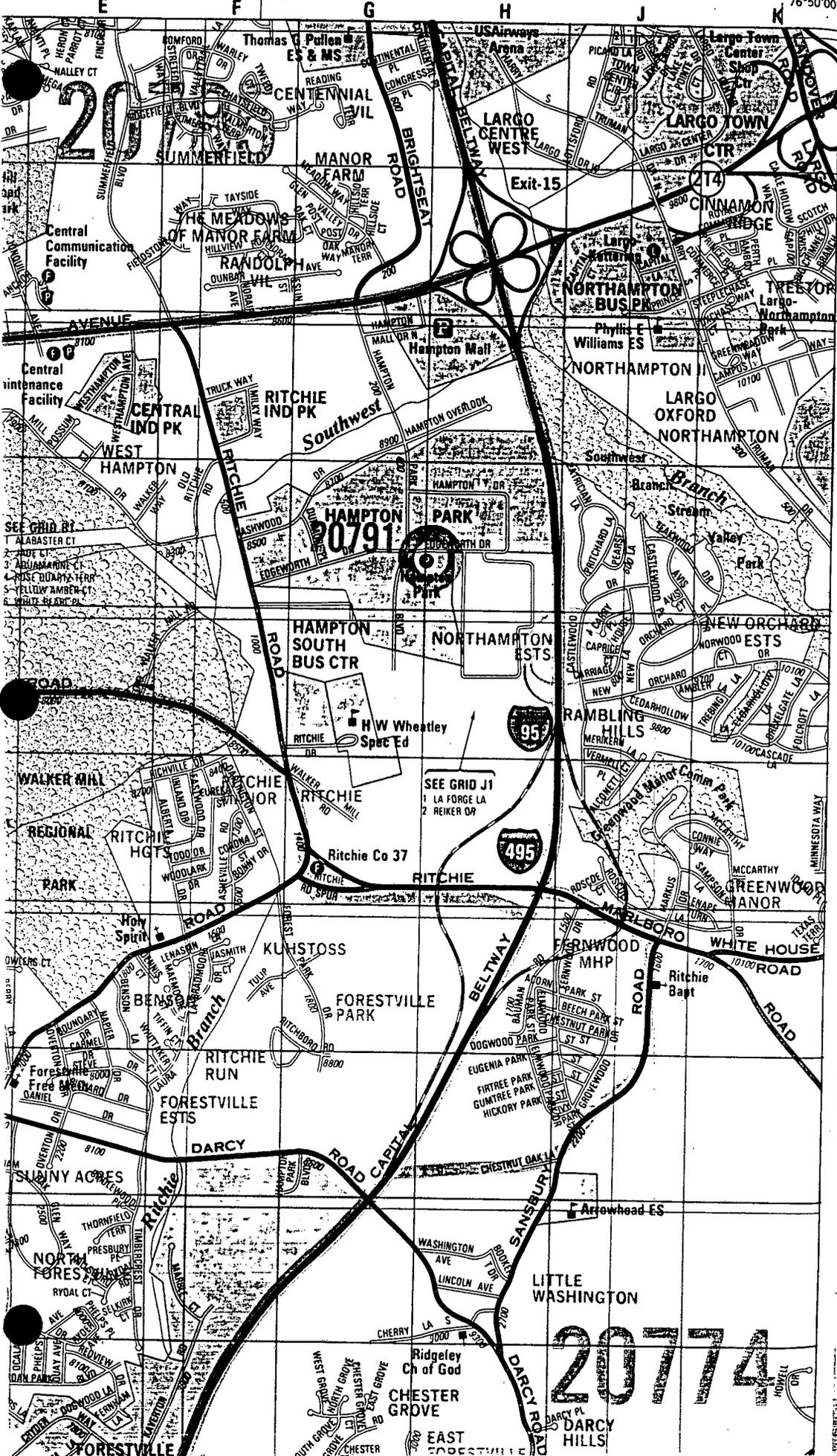
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840,000 FT

8 NE

9 NE

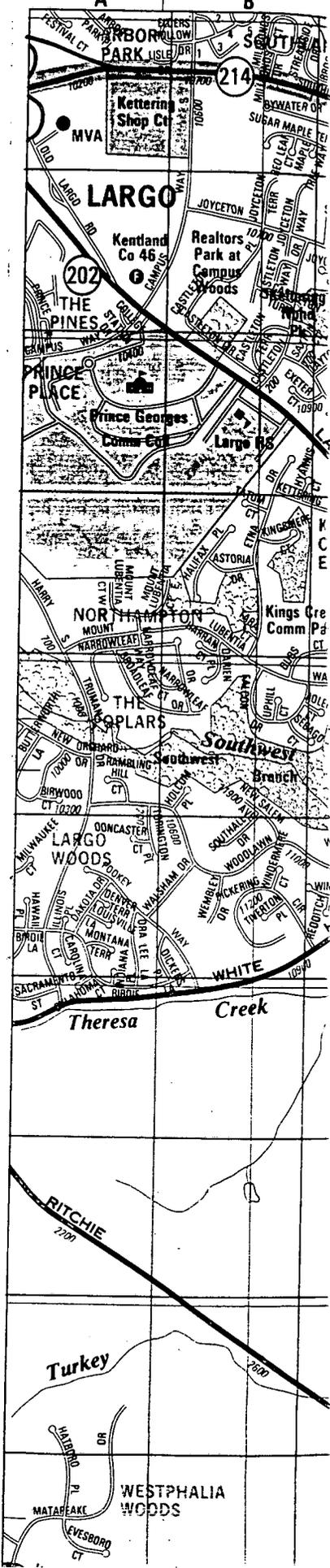
76°50'00"



9 NE

586

850,000 FT



587

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Maryland Department of Assessments and Taxation  
 PRINCE GEORGE'S COUNTY  
 Real Property Data Search

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Account Identifier: District - 13 Account Number - 1468750

**Owner Information**

Owner Name: WILLIAMS, MARY J Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 903 CASTLEWOOD DR Deed Reference: 1) /14664/ 608  
 UPPER MARLBORO MD 20774-2216 2)  
 301 - 324 - 1852

**Location & Structure Information**

Premises Address		Zoning	Legal Description						
903 CASTLEWOOD DR		R80	RAMBLING HILLS>						
UPPER MARLBORO 20774									
Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	A-6465
74	E2		6300	8	YOU	21	82	Plat Ref:	
Special Tax Areas		Town							
		Ad Valorem							
		Tax Class	08						
Primary Structure Built		Enclosed Area	Property Land Area		County Use				
1977		1,560 SF	15,000.00 SF		001				
Stories	Basement		Type			Exterior			
2	NO		SPLIT LEVEL			FRAME			

**Value Information**

	Base Value	Value As Of	Phase-in Assessments	
		01/01/2000	07/01/2002	07/01/2003
Land:	51,100	51,100		
Improvements:	88,540	88,540		
Total:	139,640	139,640	139,640	NOT AVAIL
Preferential Land:	0	0	0	NOT AVAIL

**Transfer Information**

Seller: MYRICK, JEAN E	Date: 05/29/2001	Price: \$145,000
Type: IMPROVED ARMS-LENGTH	Deed1: /14664/ 608	Deed2:
Seller: BELL, ANGELA D & DARYLE STEWART	Date: 09/04/1996	Price: \$135,000
Type: IMPROVED ARMS-LENGTH	Deed1: /10982/ 149	Deed2:
Seller: ROBINSON, ROSMOND &	Date: 09/01/1989	Price: \$132,000
Type: UNKNOWN	Deed1: / 7414/ 812	Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

EO's - Dist. 25 - Sen. Ulysses Corrie  
 Del. Anthony G. Brown  
 Derech E. Davis  
 Melony G. Griffith

\* NONE \*

PG 60: DIST. 6  
  
 Ronald V. Russett

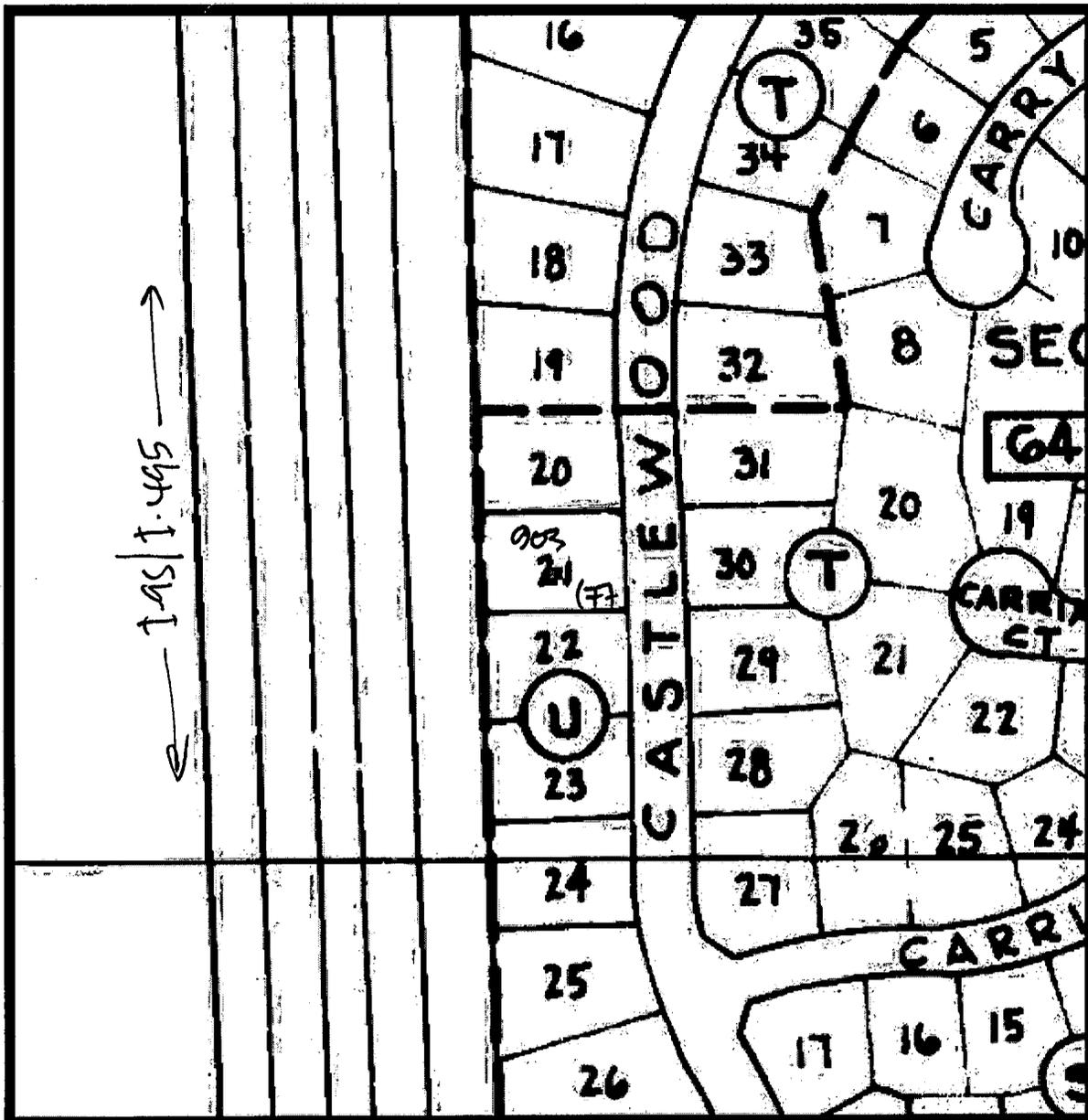
588



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**Maryland Department of Transportation**  
**State Highway Administration**

589

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

September 27, 2002

Ms. Catherine L. Wingate  
9800 Parkwood Drive  
Bethesda MD 20814-4028

Dear Ms. Wingate:

Thank you for your recent letter to Mr. James Hade, our Noise Abatement Team Leader, regarding the Parkwood community along the outer loop of I-495 near Cedar Lane in Montgomery County. I appreciate the opportunity to respond to you.

The noise level measurements that were taken at your home were recorded over a 24-hour time period. The practice of taking noise measurements for 24 hours gives a complete picture of how the noise levels vary over the course of a typical day and, at the same time, gives an indication of when noise levels reach their "peak" (i.e. when it is the noisiest time of the day). This peak noise level period may, or may not necessarily coincide with the time of day that one considers to be the "rush" hour. As you likely observe on almost a daily basis, once the rush hour sets in on I-495, the overall volume of traffic is so great that the actual speed of the traffic decreases, or fluctuates greatly, and, correspondingly, the level of noise actually goes down slightly.

The measured noise levels at your home varied from 47 decibels in the 2 AM hour to approximately 60-63 decibels at several times from early morning to mid afternoon. While the levels did not reach our impact threshold due to noise from Beltway (I-495) traffic, it is recognized that there are several factors that could affect the level of noise on any given occasion. Two such factors are atmospheric and weather conditions. These two conditions are commonly prevalent in locations that are substantially distant from the noise source. In addition, both conditions could substantially affect how well sound travels over distance. The attached "Fact Sheet" discusses the major factors and mechanisms in great detail.

While the effects of vegetation may be seasonal in nature, our experience has shown that it is quite difficult to establish a true cause and effect, given the atmospheric and weather factors that are present when distant sites are involved. Measured differences between seasons with and without full "leaf-out" have, in some cases, presented inconsistent results.

Noise levels exceed the 66 decibel impact threshold at the three to four residences in the area that are the closest to I-495 and nearest to Cedar Lane. The one home closest to Cedar Lane is substantially affected by noise from that roadway, as well as from I-495, however, under our Sound Barrier Policy, a barrier cannot be recommended for the Parkwood community.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Catherine L. Wingate  
Page Two

There are two reasons why a sound barrier cannot be recommended for the Parkwood community:

1. Traffic noise from Cedar Lane would largely negate the benefits from a sound barrier placed along the outer loop of I-495 for at least one residence of the three to four with noise levels at or above 66 decibels.
2. The cost of a sound barrier to protect the three or four impacted homes exceed the \$50,000 maximum cost-per-residence criterion of the Sound Barrier Policy.

Finally, related to the potential cost, sound barriers are most effective for receivers in the areas immediately adjacent to them. As the distance away from the barrier increases, the amount of noise reduction declines. For this reason, distant receivers such as the majority of those along Parkwood Drive would likely experience limited benefits from a sound barrier placed along I-495. The reasons behind this phenomenon can be explained by the two attached illustrations, labeled Exhibits 1 and 2. Of particular interest is the bottom illustration on Exhibit 1. The amount of noise reduction by a barrier is related to the extra distance that the sound must travel up and over the barrier (the diffracted path), compared to the direct path. With a receiver close behind the barrier, the relative difference in the two paths is greater than for the extreme receiver. Thus, the closer receiver experiences a greater reduction in noise. To provide better noise reduction for the most distant receiver, the barrier would need to be taller.

One other factor affects distant receivers, as illustrated in Exhibit 2. The greater the distance behind the barrier the smaller the angle of coverage or shielding along the roadway and, thus, the smaller the noise reduction. The only way to increase the noise reduction is to lengthen the barrier along the roadway, thereby increasing the angle of coverage. Both of these requirements, increased barrier height and length, would translate into a substantial increase in cost of the barrier system to provide meaningful noise reduction for the "distant" receivers.

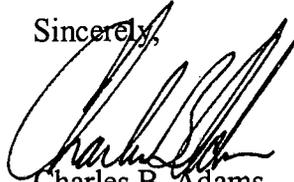
With regard to any future widening of I-495, your observation is correct in that noise studies would be conducted for communities that presently do not have sound barriers. This type of evaluation would be under the Type I portion of the State's Sound Barrier Policy. It is important to note that under such a study, computer projections of noise levels would account for all of the appropriate, worst-case conditions that would be contributory to the overall noise level in the area.

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Ms. Catherine L. Wingate  
Page Three

Thank you again for your letter and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Attachments

- cc: The Honorable Derick P. Berlage, Member, Montgomery County Council
- The Honorable William A. Bronrott, Member, Maryland House of Delegates
- The Honorable Brian E. Frosh Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Ms. Catherine L. Wingate  
Page Four

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of  
Transportation  
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

**Serial #:** None

**OED Serial#:** None

**Noise Customer #:** 2203

**Responding to letter dated:** Follow-up to 08-30-2002 letter from Ms. Wingate to Mr. James Hade (rec'd at OED/NAT 09-03-2002) indicating that her home is experiencing cracks in the plaster walls that she believes is attributable to increased highway noise levels and vibration from traffic (especially trucks) on I-495; she believes that the methodology of taking of noise level measurements is flawed and that measurements should only be taken out in the open, only when deciduous trees have lost their leaves and closer to rush hour; if I-495 is planned to be widened, then appropriate noise studies should be done using her suggested methodology

Saved: 09/03/02 12:04 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\WINGATECL01.doc

Attachments:

One copy of *Fact Sheet: Atmospheric / Weather Conditions and Their Effect on Outdoor Noise Propagation*

One copy (each) of *Exhibit 1* and *Exhibit 2*

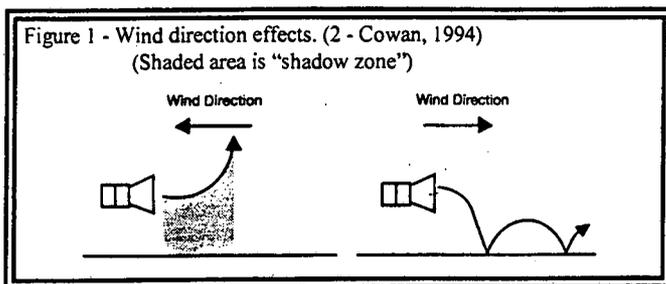
**FACT SHEET**

**Atmospheric / Weather Conditions and Their Effect on Outdoor Noise Propagation**

In the assessment of environmental noise, weather and atmospheric conditions can, under certain circumstances, demonstrate substantial effects on noise levels. These effects tend to be most apparent where the subject noise is traveling over relatively large distances. This paper presents a discussion of the various conditions and factors which can affect the propagation of noise in the outdoor environment. References (1,2) used in the preparation of this paper are listed at the end.

**Wind Speed and Direction**

The effect of wind speed and direction on how sound travels over distance is very much dependent upon the position of the receptor (upwind or downwind) relative to the source of noise; the noise level may be substantially reduced, or increased, relative to a "calm" wind condition (see Figure 1). The magnitude of this effect is increased as wind speed increases.

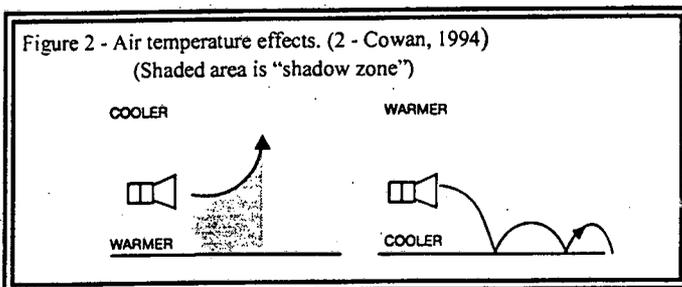


The reason this happens is that wind speed varies with height above the ground; for example, the air 25 feet above the ground will be moving faster than the air 5 feet above the ground because of frictional forces between the air and ground. Sound waves high above the ground traveling through the air in the same direction as the wind will be bent down towards the ground, thus increasing the overall noise level downwind of the noise source. Conversely, if the same

sound waves are traveling against the wind, the waves will tend to be bent upward away from the ground creating a "shadow zone" where the overall noise level upwind of the source is reduced. This phenomenon is usually most apparent in situations where the noise is propagating over larger distances (say 400-500 feet or more).

**Air Temperature and Humidity**

In a similar fashion to the effects of wind speed and direction, air temperature affects how well sound will propagate. It is however, not so much the specific absolute temperature, but how the



temperature varies with height above the ground (also called the "lapse rate"). In Figure 2, unlike the effects from wind, there is no upwind or downwind per se, meaning that the receptor position has less to do with the resultant effect.

Temperature effects tend to manifest themselves equally in all directions around the sound source. With a "normal lapse rate", temperature decreases as height above the ground increases (left diagram, Figure 2), and is a fairly typical condition seen on a clear, sunny afternoon. Under these conditions, the sound travels slower in the cooler air above, and thus the sound waves are bent upwards. Conversely, as temperature increases with height above the ground (called a temperature inversion - right diagram, Figure 2), the sound waves are bent downward to the ground, increasing the overall sound level. This condition is fairly common on clear, calm nights. Combinations of these two conditions can also occur with variable results. As with wind effects, often these conditions demonstrate the greatest effects on sound traveling over longer distances. The important point to remember is that these multiple atmospheric conditions in combination can either result in enhanced effects on noise propagation or may serve to actually cancel each other out, resulting in little or no affect over the "neutral" condition.

**FACT SHEET**

**Atmospheric / Weather Conditions and Their Effect on Outdoor Noise Propagation**

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The effects of humidity on noise propagation are very much related to temperature, and to the "length" of the sound waves (called their frequency). Sources of high frequency sound could be a whistle, birds chirping or rustling leaves; low frequency sound could be produced by a rumbling truck engine or distant jet aircraft. The amount of water vapor (humidity) in the air effects how well sound is attenuated (reduced) as it travels over distance.

The relationship between temperature, relative humidity, and sound frequency is very complex, as is the degree to which these factors influence sound propagation. The extent of this interrelationship is such that these factors, acting in various combinations, can yield a very wide range of results.

**Concluding Remarks**

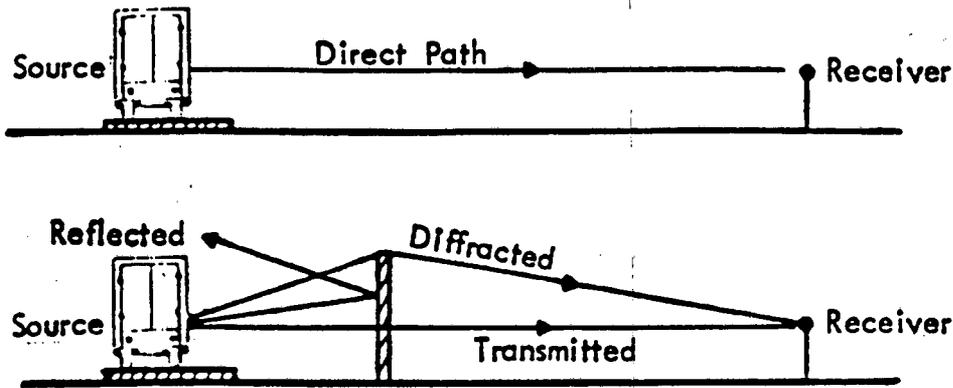
The amount or level of environmental noise in a given location is often very much affected by prevailing weather conditions. The intent of this paper has been to describe the many interrelated factors that influence the propagation of noise in the outdoor environment. **It is important to understand that on any particular occasion, these many factors in different combinations can yield very different and sometimes extreme noise level variations.**

**References**

- 1) Beranek, Leo L. **Noise and Vibration Control, revised Edition.** Institute of Noise Control Engineering (INCE). Washington, D.C. 1988.
- 2) Cowan, James P. **Handbook of Environmental Acoustics.** Van Nostrand Reinhold, New York, New York. 1994.

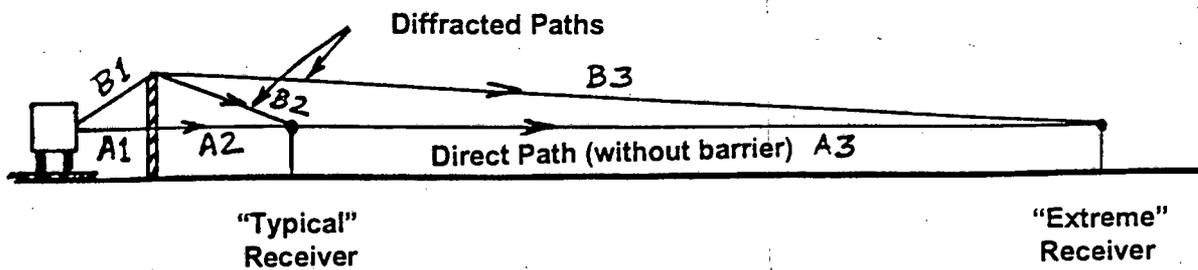
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EXHIBIT 1



1. ALTERATION OF NOISE PATHS BY A BARRIER

Note: Transmitted and reflected noise paths are insignificant contributors to the overall noise at the receiver.

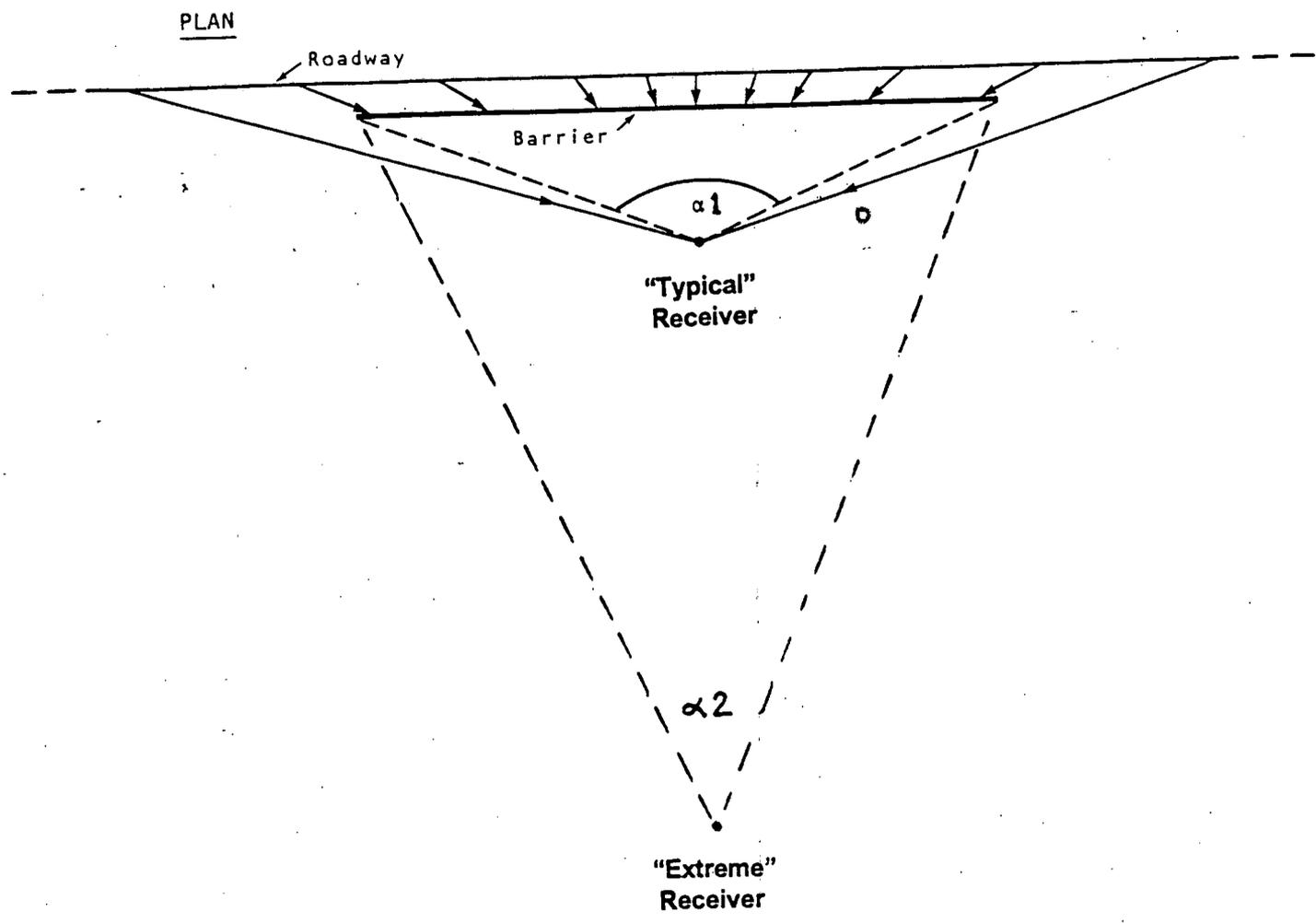


2. RECEIVER POSITION AND NOISE PATH DISTANCE RELATIONSHIPS

Typical receiver :  $B1 + B2 > A1 + A2$

Extreme receiver:  $B1 + B3 \approx A1 + A2 + A3$

EXHIBIT 2



ANGLE " $\alpha_1$ "  $\gg$  ANGLE " $\alpha_2$ "  
Barrier effectiveness is greater at "typical" receiver than at "extreme" receiver

9800 Parkwood Drive  
Bethesda, MD 20814  
August 30, 2002.

James D. Hade  
Noise Abatement Team Leader  
Office of Environmental Design  
State Highway Administration, DOT  
P.O. Box 717  
Baltimore, MD 211203-0717

Dear Mr. Hade,

As indicated by Mr. Charles Adams in a letter to me, the cost of a sound barrier along Rt. 495 in the Parkwood Section of Bethesda appears prohibitive at present-I wonder if home owners were assessed in other areas where sound barriers already exist.

I have lived in my house for 22 years and this year for the first time cracks have appeared in its solid plaster walls. The house was very solidly built in the late 1940s with an I-beam through the basement so I don't think it is settling now. I think it is the result of the increased level of noise and vibration from the traffic, especially trucks, on the beltway. An engineering friend of mine estimated that the noise level was about 80 dB on my back porch at cocktail time.

I would like to suggest two considerations that should affect your actions in the future:

- 1) I believe the previous survey was not optimally conducted to protect the homes and homeowners. A decibel monitor was placed in my back yard during the month of June or July, when the shielding by foliage is maximal. The device was placed near the middle of a tree in full bloom rather than out in the open space and the time was midday. I would like to recommend that any future noise measurements be made (a) in the open, (b) after deciduous trees have lost their leaves and (c) closer in time to rush hours.
- 2) If the current talk about widening the beltway should lead to actual plans, which the nearby Parkwood residents would strongly oppose as it would adversely affect our real estate values, a new noise survey should be performed at appropriate times and locations indicated above.

Thank you for your consideration and for the informative letters I have received about this matter.

Sincerely yours,

*Catharine L. Wingate*  
Catharine L. Wingate

Customer Info. View for 2001

Tuesday, September 03, 2002 11:07 AM

TSevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2203		06/12/2000	Phone	WINGATE	Ms. Catharine L.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
9800	Parkwood Drive	MO	Bethesda	20814-4028	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY			
301-434-1779	301-493-8855		Parkwood			
Logical Project Limits	ROADWAY	I-495	BarrierName			
outer loop I-495 near Cedar Lane						
RESPONSE	INQUIRY					2nd Contact
what are results of recent noise level measurements (at My home)?						
Last Contact	Researcher	Primary SHA Contact				
09/01/2002		Natalie	Construction Projects			
FILE LOCATIO	OTHER	Current committmen				
Do we owe a letter?	Letter Commit due date:					
LAST action	Letter signed date	Reason Letter is Late	n/a			
9-1-02 Rec'd 8-30-02 letter from Ms. Wingate; refer to note below						
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
06/2000 - EO's - Dist. 16 - Sen. Brian E. Frosh; Dels. William Bronrott; Marilyn Goldwater; Susan C. Lee; MO Co Councilman Derick P. Berlage						
9-1-02 Rec'd 8-30-02 letter from Ms. Wingate; notes that plaster walls are cracking; engineer friend estimates 80 dBA on back porch "at cocktail time"; suggests noise levels be measured in open, after trees lose leaves, closer to rush hour; if widening is proposed, then new noise study be performed as she recommends						
06/12/2000 - Ms. Wingate called and inquired as to what the results of the recent noise level measurements were taken at her home and in the neighborhood - told her that the report was being finalized and that Mr. Fred Eisen would call her back						
Comment Journal, and letter hyperlinks			\\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\			
Consultant Fir						1-888-375-1975 outside MD



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Maryland Department of Assessments and Taxation  
**MONTGOMERY COUNTY**  
 Real Property Data Search

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Account Identifier: District - 13 Account Number - 01141366

**Owner Information**

Owner Name: WINGATE, CATHARINE L TR Use: RESIDENTIAL  
 Principal Residence: YES  
 Mailing Address: 9800 PARKWOOD DR Deed Reference: 1) /13312/ 734  
 BETHESDA MD 20814 2)

**Location & Structure Information**

Premises Address 9800 PARKWOOD DR Zoning R60 Legal Description PARKWOOD  
 BETHESDA 20814

Map	Grid	Parcel	Subdivision	Section	Block	Lot	Group	Plat No:	2384
HP22			45		D	10	80	Plat Ref:	

Special Tax Areas Town Ad Valorem Tax Class 38

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1949	1,340 SF	13,307.00 SF	111

Stories	Basement	Type	Exterior
1	YES	STANDARD UNIT	BRICK

**Value Information**

	Base Value	Phase-In Assessments		
		Value As Of 01/01/2001	As Of 07/01/2002	As Of 07/01/2003
Land:	65,150	104,150		
Improvements:	139,590	145,630		
Total:	204,740	249,780	234,766	249,780
Preferential Land:	0	0	0	0

**Transfer Information**

Seller: CATHERINE L WINGATE	Date: 03/24/1995	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /13312/ 734	Deed2:
Seller:	Date: 07/25/1979	Price: \$95,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 5364/ 322	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2002	07/01/2003
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
 Exempt Class:

Special Tax Recapture:

\* NONE \*

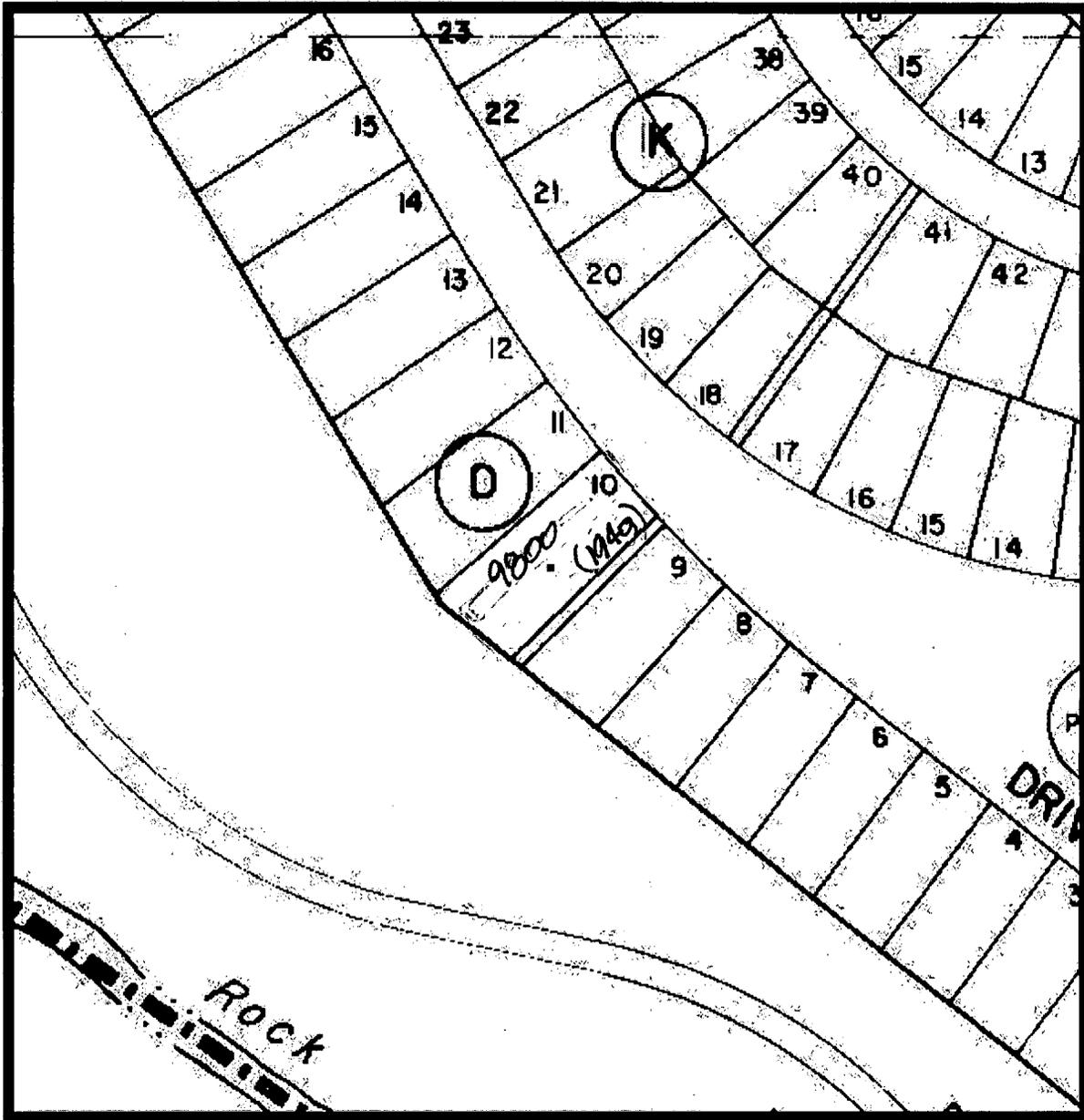
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Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

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New Search

District - 13 Account Number - 01141366



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at  
[www.mdp.state.md.us](http://www.mdp.state.md.us)

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